

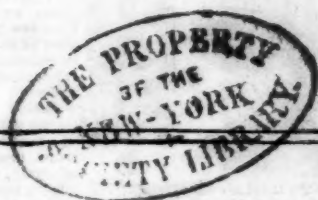
R.R.

AMERICAN

# RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.



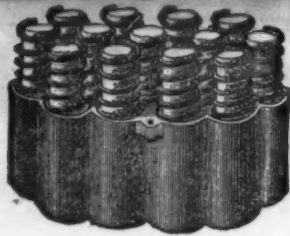
SATURDAY, MAY 29, 1869.

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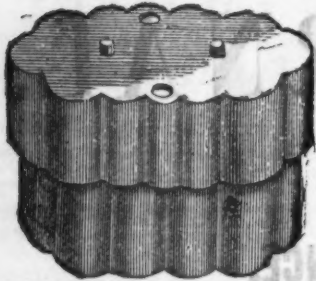
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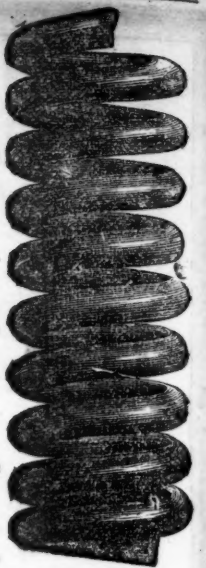
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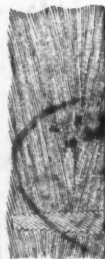
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SATURDAY, MAY 29, 1869.

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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York Saturday, May 29, 1869.

### Memphis and Little Rock Railroad.

We reported a short time ago that the energetic contractors who have undertaken to build the stonework of the railroad bridge over White river, at Devall's Bluff, were then purchasing flat boats to take stone and other material to that place. These boats with their contents are now on their way down the river as fast as steam can take them. The parties who have this work in hand have the confidence of every one who knows them, and when the iron reaches Devall's Bluff, the bridge will be ready for it. The bridge over the St. Francis river, we have great satisfaction in stating, is completed. The weather last month was unfavorable to operations in grading between Madison and Devall's Bluff; but now bright skies smile on us, a heavy force will be put to work, and the grading, which is light, will proceed with speed, and the iron will quickly follow, as the track is prepared for it. The finances of the company have assumed a more encouraging appearance and, from this time we have every reason to believe the affairs of this important road will go on satisfactorily.—*Memphis Avalanche.*

### Maryland Central Railroad.

At a meeting of the citizens of Hartford County, Md., at Bel Air, on the 15th inst. a committee was appointed to confer with any and all parties who may desire to aid in the construction of an independent road between Baltimore and Philadelphia. On motion the following heading was placed upon the subscription papers:

We, the undersigned agree to subscribe for the shares of stock in the Maryland Central Railroad Company opposite our names, on the following terms and conditions, viz:

1st. These subscriptions not to be binding unless \$500,000 worth of stock be *bona fide* taken or agreed to be taken before the first day of January next.

2d. That after the payment of the two dollars per share required by the charter to be paid at the time of subscription, those who subscribe under this agreement shall not be required to pay on the residue of their subscription a larger installment or at shorter times than ten per cent. of each share, at ninety days thereafter, and ten per cent. at successive periods of ninety days interval, until the whole is paid; and thirty days' notice, by public advertisements by the President and Directors, to be given before the times for payment of each installment.

3d. That no expenses or liabilities of the company be incurred until after the above stock shall have been subscribed and an election of Directors held by the stockholders.

4th. That the whole road between the Susquehanna river and Baltimore city shall be put under contract at the same time, or an equal amount of money expended, *pari passu*, on each end, or as nearly so as is practicable.

### Chicago, Danville and Vincennes Railroad.

Track laying was commenced upon this road on the 21st inst. and the contracts require it to be laid to Momence (about 29 miles from Dalton on the Columbus, Chicago and Indianapolis Railroad, and 50 miles from Chicago) by the first of August. The whole line is under contract, and the Company expect to complete the entire road this year.

The work on the railroad between Woodbury and Swedesboro', in Gloucester county, N. J., is progressing so rapidly that, it is alleged, the road will be in running order by the Fourth of July next.

A survey is soon to be made of the line of the proposed railroad between Wiscasset and Augusta, Maine.

### Pacific Railroad Fares.

The fare has been fixed over this road, from New York to Sacramento, the total distance being 3,377 miles, at \$190 35; from New York to Omaha the fare is \$42; from Omaha to Promontory, the terminus of the Union Pacific Railroad, 1,086 miles, the fare at 7 cents per mile, is \$76 02; from Promontory to Sacramento, being on the Central Pacific, a distance of 695 miles, the fare is \$82 33. Just at this point comes in a nice question of pro rating on fares—why should the Central Pacific with only 695 miles charge as its proportion \$82 33, while the Union Pacific over its line of 1,086 miles, charges but \$76 02? We learn that this discrepancy is one of the principal points of disagreement between the two corporations, and that the Union Pacific claims that the Congressional ring has operated to favor the Central Pacific. If the fare is insisted upon at the present tariff, the bulk of travel will go by steamer. The New York parties are in favor of reducing the fare to less than \$150, and with such a reduction and an equitable arrangement between the two corporations travel will be turned overland.—*Boston Traveller.*

### Philadelphia and Baltimore Central R. R.

The Baltimore County Union, referring to the action of the Baltimore City Council in giving the Baltimore and Potomac Railroad the right of way through the city, and the proposed aid to be given to the Western Maryland, approves of both measures, and says:

There is another road, however, in which our county people should take a greater interest than they do. The Philadelphia and Baltimore Central road is nearly completed to the Susquehanna line, and our Harford friends are moving vigorously to build it through their county to the Baltimore County line. It will reach that point in the course of a year or two, and the question must address itself to our people. How long will the county line be the end of it? If they would enjoy the benefits of this important road, it is time that steps were taken toward furnishing the material aid to build it. Baltimore city merchants should also see to it that this road is completed to their city. If it is not, vast quantities of produce which should be carried to Baltimore, and which is now, to a limited extent, will find a market in Philadelphia.

It is said that the Paterson and Newark Railroad will be finished in July, and that the Erie Railway will bring commuters from Newark, by way of Paterson, cheaper than the rates on the New Jersey Railroad and Transportation Company.

**Pittsburg and Connellsville Railroad.**

The earnings of this road for the years ending October 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers .....	\$174,680 32	\$163,456 48
" freights .....	312,931 53	337,621 19
" mails .....	3,650 00	3,650 00
" miscellaneous .....	6,969 05	3,898 25
	\$498,180 90	\$508,625 92
Expenses, viz:		
Conducting transp. ....	\$71,349 91	\$80,113 16
Repairs of motive power ..	99,240 42	104,950 34
Maintenance of cars .....	28,975 23	26,363 75
Maintenance of road .....	107,653 64	100,275 01
General expenses .....	17,989 05	15,858 29
	\$325,208 25	\$327,560 55

Leaving net earnings..\$172,972 65 \$181,065 37

Compared with the previous year, the gross earnings of 1868, show an increase of \$10,445 02, with an increase in expenses of \$2,352 30—making the increase in net earnings, \$8,092 72. The net earnings are 35.60 per cent.; in 1867 they were 34.74 per cent. The gross earnings are subdivided as follows:

	1867.	1868.
Main Division .....	\$329,114 56	\$350,784 17
Turtle Creek Division ..	130,670 82	128,909 48
Fayette Co. road .....	38,395 52	28,932 27

Total, as above..\$498,180 90 \$508,625 92

The net earnings have been appropriated approximately as follows:

Locomotive engines—balance .....	\$23,975 52
Passenger, baggage, freight and repair cars .....	7,721 21
Coke and coal yards, etc. ....	7,204 27
New track east of Connellsville, etc. ....	3,262 61
Graduation—work at Sand Patch tunnel and filling trestles .....	14,693 27
Masoury .....	4,290 02
Machine shops and machinery .....	1,465 68
Coupons Turtle Creek div. bonds .....	17,997 35
Right of way and real estate .....	13,157 18
Engineering—surveys of Cross Line ..	236 10
U. S. taxes .....	10,868 42
Rent of Fayette County road .....	9,000 00
Bridge and road superstructure .....	3,663 37
New water stations, insurance, etc. ....	3,286 72
Amount in hands of Treasurer and agents, and other items of floating debt paid .....	55,043 70

Total .....

The floating debt at the close of the last fiscal year, was \$74,862 97, making proper deductions for assets and counter claims its real amount was estimated at \$36,995 79. This year its amount is nominally the same, but omitting interest due city of Baltimore and upon stock, the company have available assets to pay the whole amount.

The company have 15 locomotives. The total number of miles run by passenger and freight trains, was 858,738, and by construction trains, 15,810, a total of 374,548. Number of passengers carried, 422,739. Average distance each passenger was carried, 10.6 miles; equivalent to 68,049 over the whole road, or 4,899,494 one mile. Number of passengers carried eastward, 253,494; do, westward, 169,245. Freight transportation was 398,502 tons of 2,000 lbs., 32,934 passing eastward, and 365,569 westward. The average distance was 31.6 miles, equal to 174,841 over the whole road, or 12,588,534 tons one mile. The work of the previous year was 339,804 miles run by trains, carrying 411,116 passengers an average distance of 11.6 miles, equivalent to 66,335 over the whole road, or 4,776,155 one mile; and

374,965 tons of freight, an average distance of 26.9 miles, equal to 140,005 tons over the whole road, or 10,080,344 tons one mile.

The transportation of coal and coke has increased about six per cent. Groceries shipped eastward from Pittsburg have exceeded  $3\frac{1}{4}$  millions of pounds, an increase of about 30 per cent. over last year, and of nearly 100 per cent. over the year 1866. In rolled and hammered iron, directly connected with the trade of Pittsburg, the increase has been over 2,300,000 lbs. The increase in the transportation of pig metal has been still greater. In queensware and glassware the increase has been very large, in glass, sand, fire-clay, etc., the increase has reached nearly 10,000,000 lbs. The President in his report says:

The past year has witnessed the restoration of the franchises, the negotiation of a large proportion of the money necessary to complete the road, and the actual letting of the heaviest part of the unfinished work to substantial contractors. Sel. dom has a triumph been more complete.

In January of the present year the *quo warranto* case, so called, was tried in the Supreme Court of Pennsylvania. The suit was "in the nature of a writ filed by the Attorney General, calling upon the company—the defendants—to show by what warrant they claim to have and use the following franchises: To be a corporation by the name of the Pittsburg and Connellsville Railroad Company—to maintain and operate the road from Pittsburg to Connellsville—to extend the road beyond Connellsville to Smithfield, or any other point on the waters of the Youghiogheny, and within the limits of this Commonwealth; and to extend the road to any point they may select in Bedford and Somerset Counties, so as to form a connection with the Chambersburg and Allegheny Railroad, or any other railroad that may be constructed." Thus, the whole existence of the company was assailed, including the completed portion from Pittsburg to Connellsville, the right to extend to the State Line, and to connect with the Baltimore and Ohio road.

The parties assailing you under the wing of the Attorney General alleged:

1st. That the charter in Pennsylvania was forfeited by the act of procuring a charter from the State of Maryland.

2d. By using the Maryland charter to attack the constitutionality of a Pennsylvania statute.

Both these points were declared untenable.

3d. That the charter was forfeited by the intent and effort upon the part of the company to construct an extension for the purpose of connecting with the railroad of the Baltimore and Ohio Company.

The Court decided—"Upon the proper construction of the various Acts of Assembly, authorizing these defendants to extend their road South and East of Connellsville, we are of opinion that they are licensed by the Legislature to form a connection with the Railroad of the Baltimore and Ohio Company." \* \* \* "We do not therefore doubt that the defendants were expressly licensed by the Legislature to connect with a railroad in Maryland at the State Line."

4th. The last position assailing the company was, that by the Act of Assembly passed August 19th, 1864, "all the rights, powers, franchises and privileges conferred, for and in respect to all that portion of the lines of railway southwardly and eastwardly from Connellsville were resumed, revoked, repealed, and put an end to." This was what was commonly called the "Repealing Act," and many points were urged upon the part of the Attorney General to sustain its constitutionality. The Court say—"We have given to all the points presented by the Commonwealth the most careful consideration, and on the whole are of opinion that they have not been sustained." "Judgment for the defendants." We have quoted liberally from the language of the decision of Judge Sharwood, wishing to preserve in this form the record

of the points of attack, and the completeness of the victory.

The clear and wonderfully lucid argument of that learned judge is exhaustive, not only placing our franchises beyond all attack, but establishing broad and general principles for the guidance of corporations, and also of the legislative powers creating them. On the 30th day of the same month, the Legislature of this State, by an almost unanimous vote, repealed the iniquitous law of 1864, by an Act in the following words:

"Section First—Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, that the Act of Assembly of August 19th, 1864, entitled an Act relative to the Pittsburg and Connellsville Railroad Company, be and the same is hereby repealed, and the said company is required to commence the said road within six months, and to build and complete the same to the State Line within three years from the date hereof."

Thus terminated a most gigantic scheme of oppression. The boldness of its conception favored its accomplishment, and the disturbed state of the times gave pliant tools for the task. Grown bold by impunity, feeling secure in a position which seemed to protect from punishment, the authors of the original wrong contended fiercely in the Courts and in the Legislature for its perpetuation. Your charter—the subsequent laws explaining or extending its privileges—your Acts as a corporation—the management of your various boards of direction—all and each, down to the minutest point have been examined and assailed, but in each and all you have been triumphantly vindicated. The franchises now possess the rare merit of a complete adjudication. Your securities are, by this, greatly increased as to intrinsic value, and their negotiation much facilitated, a consequence certainly unforeseen by those who inflicted the injury.

Immediately upon this success the Board began preparation for resumption of the long delayed work of construction.

The City of Baltimore held a first mortgage upon the road for one million of dollars, and upon this, about seven hundred thousand dollars of interest had accrued and remained unpaid. It was resolved to ask of the city that this lien, with its accumulated interest, should be retired to the place of a second mortgage; and further, that no interest should be required to be paid until January, 1871, at which time it was hoped the work would be completed.

An ordinance embodying the above points was prepared and passed by the Council on the 13th day of March, 1868, but having been vetoed by the Mayor it was again passed by a nine-tenths vote, and was presented to, and accepted by, you at a called meeting on the 15th day of May, of the current year.

During the long canvass of this subject before the City Council of Baltimore, most efficient aid was rendered by members of the Board of the Baltimore and Ohio road, who had been deputed for this purpose by that Directory.

At the May meeting before alluded to, it was decided to execute a new first mortgage for four millions of dollars, and to issue bonds based thereon for that amount, bearing seven per cent. interest.

The ordinance of the City of Baltimore required that two millions of these bonds should be negotiated before the retirement of the city's lien could take place. The Baltimore and Ohio road at once subscribed for one million; John Hopkins, Esq., sixty thousand; President Garrett, thirty thousand; A. Schumacher, Esq., one of the principal promoters of the Bremen Line of steamers, twenty thousand; and many of the principal citizens of Baltimore and Pittsburg for large amounts. Hon. A. Stewart, of Uniontown, has taken twenty thousand.

In August we had thus obtained \$1,550,000, when the Baltimore and Ohio road, to enable us to fulfill the conditions of the ordinance, and to



permit the work to be begun, made an additional subscription of \$450,000. This does not more evince the interest of that company than the whole consistent course of its managers, and may well serve to silence the cavilings of all doubters, and fully re-assure our friends. The most common and frequent assertion of our enemies has been, that the Baltimore and Ohio road would not extend its aid. These subscriptions are the best practical refutation, and afford guaranty of payment of interest to those who may purchase bonds, as the business which that road can and would give in protection of its own investment will of itself be sufficient to provide the means. Probably no better evidence can be given of the value of your securities than the large investment by this company, marked perhaps more than any other to-day by skill and prudence in its financial management.

Your Board had deemed it advisable early in June to resume operations at Sand Patch Tunnel. On the 10th day of August a letting of all the more difficult work was advertised, and by diligent effort such competition was excited as has resulted in securing first class contractors upon most favorable terms, saving for the company, as compared with the prices in 1864, nearly \$254,000.

The number of the new first mortgage bonds that have been delivered are 391, which, at 90 cents on the dollar,

Amount to.....	\$351,900 00
And interest accrued from July 1, 1868, to the date of the delivery of the bonds .....	3,814 48

Total .....\$355,714 48

There has been expended for—

Engineering.....	\$2,114 30
Sand Patch Tunnel.....	2,925 61
Stamps on new mortgage..	3,809 52
	8,849 43

Leaving .....\$346,865 05

which is placed in the hands of the Baltimore and Ohio road, and for which you are receiving six per cent.

Your bonds are rising rapidly in the estimation of capitalists, and are being sought as a safe and permanent investment for the money of Trust Estates, by Insurance Companies, and by all similar classes.

The net earnings of the completed portion of the road for the past year will reach nearly two-thirds of the interest upon the entire mortgage. This is from purely local trade. The connection with Baltimore and the development of the resources, as yet untouched, of a large part of Fayette and all of Somerset and Bedford Counties, entirely independent of through trade, if in the same proportion, will pay interest upon the entire debt and afford besides a remunerative dividend to the stockholders.

As before stated, all the heavy work upon the line between Connellsville and Cumberland has been put under contract, and arrangements have been already made for letting the remainder. The entire road will be finished before October, 1870.

It is difficult to avoid language of extravagance in depicting the results to flow from the completion of this great enterprise. Pittsburgh, its western terminus, is surely destined to become the greatest manufacturing City of the Continent. That which has served more than all else to retard its progress, has been the lack of competing Railways Eastward. A late computation of its population reaches 290,000. Here converge from the West, North and Northwest, many of the most important railway lines of the country. It is, to a considerable extent, the head and concentrating point of all the river navigation of the West, besides receiving large tribute from the chain of great Northern Lakes. The growth of her manufactures is rapid almost beyond precedent. The Eastern terminus, Baltimore, has already obtained a position in the front rank of

commercial cities, is indeed second only to New York, and daily advancing in power and wealth. Her magnificent natural harbor justly entitles the city to a precedence which the enterprise of her citizens, in establishing and supporting numerous lines of steamers, both to Europe and to every principal point upon this continent, will go far to maintain. With a population of over 300,000, steadily increasing, eager, active, and shrewdly energetic, she looks anxiously for the completion of this work with confident belief in its immense value.

Your line connecting these two cities will be taxed to its utmost capacity. Its natural advantages have often been described.—For the first eighty-four miles from Pittsburgh, its maximum grade will be 26 4-10 feet to the mile, and even this for a very short distance—thence for four miles, it will be 52 8-10 feet to the mile—thence upon a level to within six miles of the summit of the Alleghenies, which is crossed with the grade last mentioned, 52 8-10 feet. Your Chief Engineer, Mr. Latrobe, whose large reputation and experience give great weight to his words, in the report published herewith, upon this point says: "It may then be confidently confirmed that no other road of equal directness, between Pittsburgh and the seaboard, can exhibit a capacity approaching that which the system of grades above described will confer upon the Pittsburgh and Connellsville road." From Cumberland eastward, the wise foresight of the Baltimore and Ohio Road has already provided a double track, and can supply every other facility requisite for any probable additional amount of business.

It is not yours to be compelled to await impatiently the slow process of the growth and development of the business to pass over your Road. Already, at both its termini, a large traffic eagerly awaits the completion of the work. At Pittsburgh it is even now beyond the capacity of the only completed eastern line, and more will naturally tend to that point so soon as facilities and competition are known to exist. A very large amount will be at once diverted from the Baltimore and Ohio Road at Cumberland. The local trade will also be of immense proportions; for one hundred and thirteen miles of its length, it traverses the best beds of bituminous coal at present known to commerce. Iron ore, fire clay, limestone, and marble, are practically exhausted. The forests of white pine and the harder woods alone would afford a large and profitable business to the Company.

Thus traversing a country so rich in natural resources, so populous and already so largely developed, connecting two large and growing cities, conveying to the ocean the products of the interior, and the commerce of the Ohio and the Lakes, the last link in the chain of roads forming the shortest and best route from the Northwest to the Atlantic States—your Road may well be said to have already passed into importance truly national.

#### CONDENSED BALANCE SHEET.

Preliminary surveys .....	\$8,965 47
Graduation, masonry and bridging. ....	1,000,763 60
Railway tracks.....	661,063 98
Right of way.....	128,277 29
Real estate.....	262,729 60
Telegraph .....	1,449 11
Depot grounds and buildings .....	108,235 49
Rolling stock .....	287,869 81
Engineering department.....	125,239 47
General expenses.....	282,433 65
Profit and loss.....	594,561 74
Interest account.....	642,138 58
Securities on hand and hypothecated .....	3,667,204 18
Wm. Larimer, Jr., (not including interest) .....	152,904 65
Balt. and Ohio R. R. Co. (proceeds sale first mort. bonds.....)	346,865 05
Sundry accounts payable, including balance in hands of officers and agents.....	20,559 34
	\$8,291,261 01

Capital stock.....	\$1,794,563 05
Real estate bonds due 1869 & 1883. ....	100,000 00
Loan of City of Baltimore due 1886 .....	1,000,000 00
First mortgage bonds P. & C. R. R. Co. ....	4,000,000 00
First mortgage construction bonds, Turtle Creek Division .....	400,000 00
Bills payable.....	36,722 60
Sundry accounts payable, including October pay rolls.....	37,054 82
Coupons 1st mort. bonds P. & C. R. R. Co.....	3,814 48
Transportation department .....	919,106 06
	\$8,291,261 01

President.—WM. ODEN HUGHART.

Directors.—Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, Wm. Phillips, Wm. Baldwin, Pittsburg, Pa.; Cyrus Meyers, Somerset, Pa.; Joseph Pennock, Philadelphia; Benj. Deford Johns Hopkins, James Hodges, Hazeltine G. Vickery, Wm. H. Perkins, Baltimore, Md.

Sec. & Treasurer.—JOHN H. PAGE, JR.

Chief Engineer.—BENJ. H. LATROBE.

Associate Engineer.—C. P. MANNING.

Superintendent.—WM. B. STOUT.

#### Queen Anne's County Railroad.

The *Crumptonian* (Queen Anne's Co.) says the work of laying the track on the branch railroad from Townsend to Massey's is making satisfactory progress. About six miles have been laid, and as the force employed has been laying one-fourth of a mile per day, there is little doubt but the track to Massey's will be finished early in June. The laying of rails from Massey's downward by the Queen Anne Railroad contractor, will be commenced without delay, so that in a few weeks Sudlersville will be reached. This is probably as far as it will get in time to be available for carrying the peach crop to market this season. The Delaware Railroad Company offer to put on engines and cars, and thus open the finished portion of the line without unnecessary delay, charging sixteen per cent. on the value of the rolling stock used as rent, for which they will keep them in good order.

#### Arkansas Railroad Convention.

A railroad convention was held at Pine Bluff, Arkansas, on the 17th inst. The *Little Rock Gazette* says the line heretofore spoken of as the Little Rock, Pine Bluff and New Orleans Railroad received the hearty endorsement of the meeting, and the people all along the route expressed a willingness to contribute to its success. A branch of the Memphis and Little Rock road, from Devall's Bluff to Pine Bluff was also decided on, and it will be rapidly pushed forward on the completion of the Memphis road.

A company has been organized in the Neosho Valley to construct a railroad from Emporia, Kansas to Holden, Missouri, which will put Southern Kansas in connection with St. Louis by a route 150 miles shorter than the railroad connection of the same region with Chicago. From Emporia, southwest, the contemplated road will pass through the Osage Indian lands to Albuquerque, New Mexico.

It is confidently expected that the two iron Railroad Bridges over the Cape Fear River at Wilmington, N. C., will be completed and turned over by the contractors on the first of July next, after which time there will be no change of cars or baggage on the route.

**Western Maryland Railroad.**

The Joint Standing Committee on Ways and Means of the Baltimore City Council, to whom was referred the communication of the Mayor to the Council, inclosing the memorial of this company asking the aid of the city to enable it to complete its road to Williamsport, Maryland, have reported as follows:

That the committee, under the authority for this purpose given them by both Branches of the City Council of Baltimore, employed a competent person to examine into the present financial condition of the Western Maryland Railroad Company, and also employed Mr. Charles P. Manning, an engineer well known to the citizens of Baltimore from his connection with the construction of the existing Water Works of the city of Baltimore, and who is at present in charge of the construction of the Pittsburgh and Connellsville Railroad, to inform the committee what sum of money is required to complete the Western Maryland Railroad to the town of Williamsport, in the State of Maryland (situate on the Chesapeake and Ohio Canal), and to equip the same.

The committee hereto annex as a part of this their report the statements made to them by Mr. Manning, the Engineer, and by Mr. H. P. Mowinkel; the statement of Mr. Manning showing the amount necessary to complete the said railroad to Williamsport and the statement of Mr. Mowinkel showing the present financial condition of the company.

The committee do not hesitate to affirm that in their judgment the report of Mr. Manning shows very conclusively that the Railroad can be completed to Williamsport and thoroughly equipped for an active transportation for one million of dollars.

It will be observed that the estimate of Mr. Manning is even less than that of Mr. Bollman, the President. Neither of these estimates seem to the committee to under estimate the cost of the completion of the road.

If the committee are correct in these conclusions, they are firmly convinced that the interests of the city, looking as well to what has been already invested by the city in this road as to the increase of the trade and commerce of the city, consequent upon the completion of this railroad, would be immensely subserved by the completion of this railroad.

The committee in company with his Honor the Mayor have, within the last ten days, passed over the whole line of the Railroad, and carefully inspected the road, as well that part actually finished and in operation as that part not yet completed and in operation. During this visit and inspection the committee were impressed with the accuracy of the report as made to the committee by Mr. Manning as to the condition of the railroad, and as to what remains to be done upon it; and they beg the attention of the members of the Council to this report.

The committee were moreover strongly impressed with the fertile and magnificent character of the country through which this railroad passes; the committee do not exaggerate when they say that it seems to us that every mile of country through which this railroad passes, from the point to which it is now finished to Williamsport, will prove tributary, either in agricultural products or in minerals, to the trade and commerce of Baltimore.

If the railroad is completed to Williamsport, the Council are aware that here the Chesapeake and Ohio Canal is tapped; and from this source a great and profitable addition to the coal trade of Baltimore must as a matter of course arise. With this coal trade, and the transportation of the agricultural and mineral products of Frederick and Washington counties, which now go elsewhere or over other roads, there can be little doubt that the Western Maryland Railroad will be a profitable and remunerative road, and add much to the commerce, trade and prosperity of Baltimore.

**REPORT OF MR. MANNING.**

The report of Mr. Manning, referred to in the report of the committee, says that the length of the road now remaining unfinished is thirty-five miles. Between Big Pipe Creek and Mechanicstown, a distance of eight miles, the road bed is finished and ready to receive the track, except for a distance of about 300 yards. For this distance the sum of \$35,000 is required to build the road. Between Mechanicstown and the eastern slope of the South Mountain the road bed is finished for a mile and a-half, and considerable intervals of grading have been accomplished along the whole line to the summit of the mountain. This division embraces the largest amount of grading yet required to be done, and the Engineer's estimates have provided the large sum of \$115,000 for its accomplishment, which will be sufficient. From the summit to Smithsburg the road descends the western slope of the mountain, and is prepared for the track to all points except section No. 26, where several thousand yards of excavation remain to be done, and on section No. 31, where a bridge of 150 feet span is required. For this section \$48,000 will be required. From Smithsburg to Hagerstown the road bed is fully prepared for the track, except a small amount of grading on one section, and the usual amount of repairs of finished cuts and embankments, together with the construction of a bridge of 150 feet span, across the Antietam river. The Engineer makes provision of \$13,000 to meet the cost of preparing this portion of the line for the reception of the track. Believing from the evidences of personal examination that the estimates of the amount of work yet to be done are approximately correct, and knowing from experience that the prices applied by the Engineer are the highest rates demanded for the various kinds of work, I unhesitatingly assume that the total cost of preparing the entire thirty-five miles of the unfinished road bed for the reception of the track between Big Pipe Creek and Hagerstown will not be likely to exceed the estimates of the Chief Engineer, which, as herein stated, amount to \$211,000, and that the estimate of the President, which adds some \$20,000 to this amount, should be sufficient for all probable contingencies. In regard to the cost of laying down and ballasting the road to Hagerstown, I am of the opinion that the President's estimate of \$427,000 is sufficient, and I also think his estimates for the necessary equipment to open and operate the road for the first six or twelve months are ample. As to the length of time required for accomplishing the work, my opinion is that four months will do for the portions between Big Pipe Creek and Mechanicstown, and (coming eastward) between Hagerstown and section No. 26, and that six months of the most active operations must be allowed for the accomplishment of the grading between sections 15 and 25. In reference to the estimated cost of extending the road from Hagerstown westward to an intersection with the Chesapeake and Ohio Canal at Williamsport, I can only now express an opinion based upon a general knowledge of the features of the country to be traversed and the distance between the points named. I am of the opinion that \$175,000 (the estimate of President Bollman) will accomplish the construction of that part of the road; indeed I do not think that it should cost that sum exclusive of the right of way question.

**FINANCIAL CONDITION.**

The following are the results exhibited in the different statements made by Mr. Mowinkel of the financial condition of the Company referred to above:

The stock debt of the Western Maryland Railroad Company prior to the extension of the road from Union Bridge to Hagerstown was \$849,700, which has since been increased by mortgage bonds \$1,200,000, and by 8,374 shares of stock issued upon city and county subscriptions, (less 660 shares forfeited for non-compliance of contract), making the new issue 7,714 shares for \$385,710, and the total stock debt \$2,435,410.

The following recapitulation of the statement

shows how the bonds and city stocks have been disposed of, what amount has been realized therefrom, and the amount paid for discount, commission and interest: Second mortgage bonds, city endorsement, \$300,000; received, \$263,555-66; discount, &c., \$36,444 34. Second mortgage bonds, Washington county endorsement, \$300,000; received, \$240,944 18; discount, &c., \$59,055 82. Preferred bonds, \$600,000; received, \$365,378 34; discount, &c., \$234,621 66. City 1867 stocks, \$200,000; received \$195,313 81; discount, &c., \$4,686 19. Washington county bonds, \$150,000; received, \$131,923 82; discount, &c., \$18,076 18. Total amount of receipts from bonds, &c., \$1,197,115 81; total amount paid for discount, commission, &c., \$200,787 53. Received from stock subscriptions in Baltimore, \$38,420; from subscriptions in Frederick, Carroll and Washington counties, \$24,390 67. Total amount received, \$1,259,926 48.

The above total receipts, \$1,259,926 48, have been expended as follows: Construction account, \$958,198 11; engineering \$43,857 36; right of way \$43,236 98; equipments \$71,600; machine shop \$3,253 68; motive power \$1,954 75; maintenance of way \$2,584 07; coupon interest paid \$93,019 43; sinking fund \$30,000; interest \$8,422 08; lawyers' fees, stamps, &c., \$8,950 77; damages for killing Mr. Spurrier \$1,266; Union Railroad subscription \$2,500; due on sundry accounts \$2,763 66; cash on hand, March 6th, \$4,159 23—total \$1,275,466 12; credit due to sundry open accounts \$15,539 64—balance \$1,259,926 48.

The total liabilities of the company are \$2,632,527 42; total assets \$333,492 89; liabilities over assets \$2,299,034 53. The unpaid amount due by subscribers for the extension of the road is expected to realize from \$50,000 to \$60,000, which will go towards building the road.

**New York City Central Underground Railway.**

The following is a copy of the bill amending the charter of the New York City Central Underground Railway, as passed by the Legislature on the 11th inst., and signed by the Governor:

SECTION 1. Section four of the act entitled "An act to incorporate the New York City Central Underground Railway Company, and to authorize the said company to construct and operate a certain underground railway in the City of New York, passed April 17, 1868, is hereby amended so as to read as follows:

The tunnel and railway hereby authorized to be constructed and enjoyed by said Corporation shall follow as nearly as possible the line of the streets, avenues, courses, and places named, as follows: Commencing at a point on the easterly line of Broadway, in the City Hall Park, thence easterly and underground, passing in front of the old City Hall, and thence to Centre st.; thence under and across said Centre st. to City Hall place; thence through said City Hall place, by tunnel, or on a line east or west of City Hall place, by tunnel or open cut, to Pearl st.; thence in like manner across said Pearl st., north-easterly in a curved line to or near Mulberry st., at a point in said street between Bayard and Park sts.; thence northerly through said Mulberry st. by tunnel, or east or west thereof in the same general direction, by tunnel or open cut, to Bleeker st.; thence northerly under and across Bleeker st., in a straight line, as near as practicable, by tunnel or open cut to Lafayette place; thence northerly under said Lafayette place to Astor place; thence under and across said Astor place and Eighth st., to the northerly side of said Eighth st.; thence under and across the block between Eighth st. and Ninth st., and easterly of St. Ann's Church on said Eighth st., to Fourth ave.; thence northerly under the said Fourth ave., to Fourteenth st.; thence under and across said Fourteenth st. and said Fourth ave., to Union square; thence northerly, under said Union square, to Seventeenth st.; and thence under and across said Seventeenth st., and thence to Twen-



ty-third st., either through the blocks between Broadway and Fourth ave., as near as practicable, in a direct line by tunnel or open cut, or through to Madison ave., as it may hereafter be extended southerly; thence northerly under said Madison ave., as it would be if projected southerly; thence under Madison square and Madison ave. to Twenty-sixth st.; then northerly under and across said Twenty-sixth st. to Madison ave.; thence under said Madison ave. as now opened, or east of said avenue, in whole or in part by open cut or tunnel, to Eighty-sixth st.; thence under said Madison ave., as now declared by chapter 403 of the laws of the State of New York of 1867 to One hundred and Twentieth st., thence north-easterly, continuing the same line to Harlem River, thence easterly and westerly along said Harlem river, and connecting with the Harlem Bridge at the terminus of Third ave. And in case the lowness of the surface at any point of Ninety-ninth st. is such as to render the construction of a tunnel undesirable, said main line may be constructed and operated by an elevated railway on or near said Madison ave., from said Ninety-ninth st. to and along said Harlem river or near it. The said corporation may make, on the route aforesaid, the necessary connections, turn-outs, switches, and other conveniences for the proper working and accommodation of said railway; and returning from Centre st., may pass in the rear of the City Hall, and may make connections with any steam or horse railroads in such manner as may be deemed best by said corporation. The said company may also construct and use a branch from the said main line to the Central Park, and, with the approval of the Commissioners of the Central Park, into and under the said Park.

Sec. 2. Section 5 is hereby amended so as to read as follows: For the purpose of making, constructing, and operating the said tunnel and railway, said corporation is hereby authorized and empowered to enter upon and underneath the several streets, avenues, squares, public places, and lands hereinbefore specified, and into and upon the soil of the same, to construct and maintain said tunnel and railway along the route and to the points herein specified and contemplated; such tunnel and railway to be constructed in the most thorough manner, and upon the most approved plans for lighting, ventilating, and draining, and of sufficient dimensions and number of tracks for the purpose of said railway, and for the convenience of the public travel, and at such depth below the surface, and in such manner as effectually to prevent any interference with the surface of said streets, avenues, squares, or grounds, or the use of the same, with such exceptions as are provided for in this act; and except also that during the progress of construction it shall be lawful to make such excavations and openings in said streets, avenues, squares, and grounds under which said tunnel and railway shall be constructed, or over which said railway tracks shall be laid, as shall be necessary from time to time; and in all cases the surface and pavement of said streets, avenues, squares, and grounds over said tunnel and railway shall be restored to the condition in which they were before such excavations were made, as near as possible; and if practicable one-half the width of said street shall always be kept open for public travel; but where excavations for the full width of such street or avenue shall be made they shall not be oftener at any one time nor more than one in each quarter mile of said road, nor shall they be more than 250 feet in length in any one place; nor shall they be kept open longer than for a period of 60 days in any one place, except by the consent, in writing, of the Street Commissioner of the City of New York; and it shall be lawful for the said corporation to make, construct, and maintain openings for ventilation or light, extending from said tunnel to the outer edge of the sidewalks of the streets or avenues and to the surface of the squares in which said tunnel shall be constructed. And said openings shall not exceed two feet in width except in public squares

and parks, when said openings may be four feet in width by eight in length at any one point; said openings for ventilation in said parks and squares shall be covered with an iron grating which shall not extend more than six inches above the surface of said squares or parks. It is hereby provided however that the said corporation shall be liable to the owner or lessee of any building or property along the route of said tunnel, for any damages which he or they shall sustain by reason of any direct injury caused thereto by the construction of such railway and tunnel.

Sec. 3. Section 11 is hereby amended so as to read as follows: The said corporation shall commence the construction of its tunnel and railway within two years from the passage of this act and shall have three years thereafter to complete the same to Forty second st., and five years thereafter to complete the same to and along the Harlem River, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted, and no omission to construct any portion shall work a forfeiture of the franchise in respect to any section of said tunnel and railway which may have been commenced or completed.

Sec. 4. Section 12 is hereby amended so as to read as follows: The said Company may if it so elects construct its road or tunnel on any line between the said Madison ave. and the said Fourth ave., north of Forty-sixth st. The Street Commissioners of the City of New York may, upon application of said Company, in the discretion of the Common Council of the City of New York, and pursuant to its direction, change the grade of any street or avenue, through, across, or under which said Company is authorized to construct its road, and conform the grades of intersecting streets thereto. The expenses of any such change of grade to be paid by said Company, or said company may do the work necessary to effect such change of grade at its own expense, but the same shall be done to the satisfaction of said Street Commissioner. But whenever the change of grade of any street caused by the construction of this road shall injure any property of private owners they shall be entitled to such damages, to be paid for by said Railroad Company, as shall be awarded by Commissioners appointed by the Supreme Court of the First Judicial District. And if the width of any street or avenue along the route of said railway shall be deemed by said Company inadequate for the construction of a railway sufficient to accommodate public travel, they are hereby authorized to acquire title to and hold such adjacent real estate as shall be necessary for that purpose, in the manner provided in this act.

Sec. 5. Any Railroad Company or Companies incorporated by the laws of this or any other State may subscribe to the capital stock of this said company in such amounts as they may respectively determine, but no such action shall be had by any such Railroad Company until the assent in writing thereto of at least a majority of the stockholders thereof has been obtained and filed in the office of such company.

Sec. 6. Nothing contained in this Act shall be held to authorize the said company to use locomotives or any description of steam carriages upon and along any street or avenue in the City of New York. The tunnel mentioned in this Act, hereby amended, may be a single or double tunnel, or sub-ways, as said corporation may determine.

Sec. 7. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed; and no powers, rights, privileges, or advantages should be deemed to have been forfeited, waived or lost by reason of the non-compliance heretofore by said Company with any of the provisions of the act hereby amended.

Sec. 8. Marshal O. Roberts, Origen Vandenberg, and William A. Whitbeck are hereby added to the directors of the said corporation, and the whole number of directors is hereby increased accordingly to 16.

Sec. 9. This act shall take effect immediately.

The officers of the Road as now constituted, consist of the following gentlemen: President, the Hon. William B. Ogden; Vice-President, Andrew H. Greene; Directors, W. Butler Duncan, George Griswold, James Boorman Johnston, William E. Dodge, Lewis B. Brown, Clarence S. Brown, George W. McLean, Henry Smith, Augustus Schell, William D. Bishop, Marshall O. Roberts, Origen Vandenberg, William A. Whitbeck; Treasurer, Charles J. Canda; Secretary, James M. Coggeshall.

#### The Lakes and the Seaboard.

The stockholders of the Sandusky, Mansfield and Newark railroad have voted on the question of confirming the lease of that road to the Central Ohio (the latter having already leased the former to the Baltimore and Ohio railroad.) The stockholders present represented seventy-five per cent. of the original stock of the Sandusky, Mansfield and Newark railroad, and the vote upon confirming the lease was unanimous. This event is one which will prove in due time, of considerable importance to Detroit. It gives the Baltimore and Ohio road what that corporation has so long desired, an outlet to the shores of the great lakes, and opens up another direct channel of communication between the lakes and the seaboard. The following is a table of the distances by this channel:

Detroit to Sandusky, miles	75
Sandusky to Newark	116
Newark to Belair	104
Belair to Baltimore	375

Total ..... 670

Notwithstanding the fact that Baltimore is located a considerable distance south of New York, it will be seen that we are actually a trifle nearer to the former, the distance between Detroit and New York via the New York and Erie, being 673 miles. Freight has already been received here from Baltimore via Sandusky in four days, and arrangements are now in progress which will insure its transmission in still better time.

The Baltimore and Ohio Railroad Company is an enterprising corporation, and its management is marked by consummate ability. Having leased a new route, it is the most reasonable thing in the world to expect that the company will use their best influence towards providing it with business. The entire route from the lakes to the seaboard is through one of the most interesting sections of the United States. Probably no other railroad line taps a region of greater agricultural and mineral wealth. Coal is so plentiful along the line of the Baltimore and Ohio railroad as to render the expenses of fuel lighter than those of any other road in the United States.

The rates of freight from Detroit to Baltimore are no higher than to New York, and so far as concerns some specialties of merchandise, a marked increase in the traffic of the new route is quite probable. A few years since, holders of large stocks of coffee in the New York bonded warehouses caused them to be transferred to Baltimore in consequence of the rates of transportation being lower from that city to the great western centres of trade than from New York.—*Detroit Post.*

The following gentlemen have been elected directors of the New York and Harlem Railroad Company for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, W. C. Wetmore, A. B. Baylis, James H. Banker, John M. Tobin, John B. Dutcher, William A. Kissam, Oliver Charlick, Joseph Harker, Cornelius Vanderbilt, Jr. Cornelius Vanderbilt was re-elected President, William H. Vanderbilt, Vice President, Cornelius Vanderbilt, Jr., Treasurer, and Robert J. Niven, Secretary.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. A. J. & O.	Apr. '69	Portl. Saco & Portsm'th...100	\$1,500,000	J. & D.	Dec. '68
Allegheny Valley...50	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69
Atlanta and West Point...100	1,332,200	J. & J.	July '68	Do. do. pref. 100	6,253,830			Raleigh and Gaston...100	2,400,000	A. & O.	Oct. '68
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	May '69	Rensselaer and Saratoga...100	2,600,000		
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '69	Hudson River...100	13,937,100	A. & O.	Apr. '69	Rich. Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69	Huntingdon & B'd Top...50	494,350			Rockport...100	88,460		
Baltimore and Ohio...100	16,161,962	A. & O.	Apr. '69	Do. pref. 50	190,750	J. & J.	Jan. '68	Rome, Watert. and O'g'n...100	2,400,000	J. & J.	Nov. '67
Do. Washington Br. 100	1,560,000	A. & O.	Apr. '69	Illinois Central...100	23,415,780	F. & A.	Feb. '69	Rutland preferred...100	2,000,000	F. & A.	Feb. '69
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67	St. L. Alt. and T. Haute...100	2,300,000		
Bay de Noquet & Marq...100	1,260,000	A. & O.	Apr. '68	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '69	Do. pref. 100	2,000,000	Annual	June '69
Bellevue Line...100	4,420,000	F. & A.	Feb. '68	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Apr. '69	Sandusky and Cincinnati...100	2,089,000		
Bolivia Delaware...100	996,250			Joliet and North Indiana...120	300,000	J. & J.	July '68	Do. pref. 100	445,598	M. & N.	May '69
Berkshire...100	600,000	J. A. J. & O.	Apr. '69	Lackawanna & Bloomburg...50	1,335,000			Sand. Manf. and Newark...100	901,241		
Blossburg & Corning...50	250,000	J. & D.	Dec. '68	Leeds and Farmington...50	1,180,000			Savannah and Charleston...100	1,000,000		
Boston and Albany...100	13,725,100	J. & J.	Jan. '69	Lehigh and Mahanoy...50	2,155,565	J. & J.	Jan. '69	Schuykill and Esqueh'a...100	1,269,150		
Boston and Chelsea...100	110,000	A. & O.	Apr. '69	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '67	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '69
Boston, Concord & Mont...100	459,800			Lehigh Valley...50	10,731,400	J. A. J. & O.	Apr. '69	Schuykill Valley...50	576,050	J. & J.	Jan. '69
Do. do. pref. 100	1,340,400	M. & N.	May '69	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69	Scabard and Roscoe...100	568,200		
Boston and Lowell...100	1,891,500	J. & D.	Dec. '68	Lexington & Frankfort...100	514,460	J. & J.	Jan. '69	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '68
Boston and Maine...100	4,076,974	J. & J.	Jan. '69	Little Miami...100	3,572,400	J. & D.	Dec. '68	Shamokin V. and Pottav...50	869,460	F. & A.	Feb. '69
Boston and Providence...100	3,380,000	J. & J.	Jan. '69	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '68	Shore Line...100	308,200	J. & J.	Jan. '69
Broadway (South Boston) 50	325,000	J. A. J. & O.	Apr. '69	Little Schuylkill...50	2,646,100	J. & J.	Jan. '69	Sixth Avenue (N. Y.)...100	750,000		
Broadway & 7th Av. (N. Y.) 50	2,100,000	J. & J.	Jun. '69	Lomb. and South St. (Ph.) 25	90,000			Scmerville...100	75,000	M. & N.	Nov. '67
Brooklyn City...100	1,000,000	F. & A.	Feb. '69	Long Island...50	3,000,000	F. M. A. N.	Aug. '66	Scuth Carolina...100	5,819,275		
Brooklyn City & Newt'n...100	399,800			Long Branch & Sea Shore...50	95,194			South Shore...100	259,685		
Buffalo, Bradford & Pitts...100	1,100,000			Louisv. Cin. and Lex. pr. 100	21,122	J. & J.	Jan. '69	South Western, Georgia...100	3,208,400	F. & A.	Aug. '68
Buff. New York & Erie...100	960,000	M. & N.	N. '68	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69	Staten Island...100	660,000	J. & J.	Jul. '67
Buffalo and Erie...100	5,000,000	F. & A.	Feb. '69	Louisville and Nashville...100	7,989,186	F. & A.	Feb. '69	Stony Brook...100	267,300	M. & N.	May '69
Cambridge Horse (Boston) 100	777,800	A. & O.	Apr. '69	Louisv. N. Alb. & Chicago...100	2,900,000			Stonerville and Indiana...100	1,983,141		
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69	Lowell and Lawrence...100	200,000	A. & O.	Apr. '69	Stockbridge & Pittsfield...100	448,700		
Camden and Atlantic pref. 50	600,000			Macon and Western...100	2,000,000			Summit Branch...50	250,000	J. & J.	Jan. '69
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount...50	1,676,915	June	Jun. '69	Syr. Bingham. and N. Y. 100	1,314,130		
Cape Cod Branch...50	721,926	J. & J.	Jan. '69	Maine Central...100	1,600,800			Taunton Branch...100	250,000	J. & J.	Jan. '69
Cape May and Millville...100	447,000	J. & D.	Jun. '69	Manchester & Lawrence...100	1,000,000	M. & N.	May '69	Tennessee and Alabama...100	596,922		
Catawissa...50	1,160,000			Marietta & Cincinnati...50	3,613,374			Terre Haute and Indiana...50	1,883,150	J. & J.	Jan. '69
Catawissa pref. 50	2,200,000	M. & N.	My '69	Do. 1st pref. 50	6,686,135	M. & S.	Sep. '68	Third Avenue (N. Y.)...100	1,760,000	J. & J.	Jan. '68
Cayuga & Susquehanna...50	689,110			Do. 2d pref. 50	4,061,744	M. & S.	Mar. '68	Thirteenth and Fif. (Ph.) 50	2,700,000		
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	My '69	Memphis and Charleston...100	5,312,725			Tol. Peoria and Warsaw...100	2,700,000		
Central of Georgia...100	4,066,300	J. & J.	Jan. '69	Memphis and Ohio...100	670,000	J. & J.	Jan. '69	Do. (E. D.) pref. 100	1,500,000		
Central of New Jersey...100	13,768,600	J. & J.	Jan. '69	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '69	Do. (W. D.) pref. 100	5,700,000		
Central Ohio...100	2,900,000	J. & D.	Dec. '68	Michigan Central...100	8,477,368	F. & A.	Feb. '69	Tol. Wabash and West...100	1,000,000	M. & N.	May '69
Do. pref. 100	100,000	J. & D.	Dec. '68	Mich. So. & North. Ind. 100	10,058,490	F. & A.	Feb. '69	Troy and Boston...100	607,111		
Gen. Park, N. & E. River...100	970,000			Do. guaranteed...100	583,700			Troy and Greenbush...100	274,400	J. & D.	Jun. '69
Chemung...100	380,000	J. A. J. & O.	Apr. '69	Middlesex (Boston)...100	400,000			Union Transp'n (Bos.) 100	291,478	J. & J.	Jan. '69
Cheshire, preferred...100	2,017,325	Annual	Jan. '69	Mill Creek and Minehill...50	323,378	J. & J.	Jan. '69	Union (Phila.)...50	1,478,000	J. & J.	Jan. '69
Chicago and Alton...100	5,141,900	M. & S.	Mar. '69	Millville and Galesburg...100	405,029	F. & A.	Aug. '67	Utica and Back River...100	834,400	J. & J.	Jan. '69
Do. pref. 100	2,425,400	M. & S.	Mar. '69	Milw. & Prairie du Chien...100	2,956,081			Vermont and Canada...100	2,600,000	J. & D.	Jun. '68
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	My '69	Do. 1st pref. 100	3,214,250	Annual	Feb. '68	Vermont Central...100	5,000,000	J. & J.	Jan. '69
Chicago, Iowa & Nebraska...100	2,000,000			Do. 2d pref. 100	1,014,000	Annual	Feb. '68	Vermont and Massachusetts 100	2,500,000		
Chicago and Milwaukee...100	2,237,000			Milw. & St. Paul...100	5,406,853	J. & J.	Jun. '69	Vicksburg and Meridian...100	857,408		
Chicago & N. Western...100	14,556,676	J. & D.	Jun. '69	Do. pref. 100	8,050,892	J. & J.	Do. 74:10	Virginia Central...100	3,855,679		
Do. pref. 100	16,356,237			M. Hill & Schuyl. Haven...50	2,775,500	J. & J.	Jan. '69	Virginia and Tennessee...100	3,497,791		
Chicago, B. I. & Pacific...100	14,000,000	Apr. '69	Apr. '69	Mobile and Ohio...100	3,762,400	J. & D.	Dec. '67	Western Union...100	2,707,083		
Cin. Ham. & Dayton...100	3,521,664	Apr. '69	Apr. '69	Montgomery & W. Point...100	1,644,101	J. & D.	Dec. '67	West Jersey...100	804,150		
Cincinnati City Passenger...100		J. & J.	Jan. '69	Do. Carbon & Ft. Carbon...50	3,616,350	J. & J.	Jan. '69	West Philadelphia...100	249,100	J. & J.	Jan. '69
Do. Street...100		J. & J.	Jan. '69	Nashua and Lowell...100	282,355	J. & J.	Jan. '69	Wilm. and Weldon...100	1,468,778		
Citizens' Passenger (Phila.) 50	192,750	J. & J.	Jan. '69	Nashville & Chattanooga...100	2,065,544	F. & A.	Feb. '69	Winchester and Potomac...100	1,547,650		
Cleveland, Cin. & Ind...100	10,450,000	F. & A.	Feb. '69	Naugatuck...100	1,456,500	F. & A.	Feb. '69	Warren...100	1,522,600	J. & J.	Jan. '69
Cleveland & Mahoning...50	2,056,400	M. & N.	My '69	New Bedford & Taunton...100	600,000	J. & J.	Jan. '69	Worcester and Nashua...75			
Cleveland, Palmy. & Asht...100	8,760,000	J. & J.	Jan. '69	New Haven & N. London...100	735,538						
Cleveland and Pittsburg...50	5,424,091	J. A. J. & O.	Apr. '69	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68				
Cleveland and Toledo...50	6,000,000	J. & J.	Jan. '69	New Jersey...100	6,000,000	F. & A.	Feb. '69				
Col. Chi. & Indiana Cen...100	11,420,000			New London Northern...100	895,000	M. & S.	Feb. '69				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '69	New York Central...100	28,537,000	F. & A.	Feb. '69				
Concord...100	1,600,000	M. & N.	May '69	Do. Int. certificates...100	22,829,600						
Concord & Portsmouth...100	350,000	J. & D.	Dec. '68	New York and Harlem...50	5,255,050	J. & J.	Jan. '69				
Coney Island & Brooklyn...100	600,000			Do. pref. 50	1,500,000	J. & J.	Jan. '69				
Conn. & Passum. Rivers...100	139,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '69				
Do. do. pref. 100	1,822,100	J. & J.	Jan. '69	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jan. '69				
Connecticut River...50	1,700,000	J. & J.	Jan. '69	N. Y. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '69				
Cumberland and Vt...50	1,316,900	A. & O.	Oct. '68	Ninth Avenue...100	797,400						
Danbury and Norwalk...100	400,000			Northern Central...100	4,000,000						
Dayton and Michigan...100	2,392,361	J. & J.	Jan. '69	North Eastern (S. C.) pref. 100	165,000						
Delaware...50	694,230	J. & J.	Jan. '69	Northern of N. Hampsh...100	3,064,400	J. & D.	Jun. '69				
Del. Lackaw. & Western...50	13,356,020	J. & J.	Jan. '69	Northern Pennsylvania...100	3,150,150						
Des Moines Valley...100	1,820,200			Norwich and Worcester...100	2,383,500	J. & J.	Jan. '69				
Detroit & Milwaukee...100	1,047,350			Ogdensb. & L. Champl'n...100	3,024,000	J. & J.	Jan. '69				
Do. pref. 100	1,500,000			Do. pref. 100	1,994,900	A. & O.	Apr. '69				
D. Dock, E. B'dw. & Bat...100	1,200,000			Ohio and Mississippi...100	20,000,000						
Dubuque and Sioux City...100	1,673,641	Annual	July '69	Do. pref. 100	8,500,000	J. & D.	Jun. '69				
Do. do. pref. 100	1,837,351	J. & J.	Jan. '69	Old Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Apr. '69				
Eastern (Mass.)...100	3,883,500	J. & J.	Jan. '69	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69	Orange and Newark...100	281,550						
East Pennsylvania...100	654,500			Oswego and Syracuse...50	482,400	F. & A.	Feb. '69				
East Tenn. and Georgia...100	2,369,730	J. A. J. & O.	Jan. '69	Pacific of Missouri...100	3,614,515						
East Tenn. and Virginia...100	667,800	F. & A.	Feb. '69	Panama...100	7,900,000	J. A. J. & O.	Apr. '69				
Eighth Avenue (N. Y.)...100	1,000,000	F. & A.	Feb. '69	Paterson and Ramapo...100	248,500	J. & J.	Jan. '69				
Kim. Jeffers. & Cananda...100	600,000	M. & N.	Nov. '68	Paterson and Hudson River 100	630,000	J. & J.	Jan. '69				
Kimira & Williamsport...50	600,000	J. & J.	Jan. '69	Pennsylvania...100	21,045,750	M. & N.	May '69				
Do. do. pref. 50	500,000			Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '69				
Erie Railway...100	57,765,000	F. & A.	Feb. '69	Philadelphia and Erie...50	5,996,700	J. & J.	Jan. '68				
Do. pref. 100	5,539,910	Annual	Jan. '69	Philadelphia and Reading...100	21,304,301	J. & J.	Jan. '69				
Erie & Pittsburgh...50	64,300			Do. Do. preferred...50	1,551,860	J. & J.	Jan. '69				
Evansville & Crawfordsv...100	1,143,445	J. & J.	Jan. '69	Phila. Germ'n't'n & Nor							



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1887	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1888	404,407	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1886	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1887	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1888	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,846,092
1889	226,153	222,241	290,111	269,249	329,851	371,544	321,597	397,269	322,638	360,223	323,030	271,247	3,695,153
1890	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1891	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1892	339,762	304,828	393,648	331,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1886	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,297
1887	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1888	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	313,514	3,313,514
1889	241,395	183,385	257,230	209,099	277,506	306,093	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1890	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1891	305,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1892	333,300	308,200	398,700	362,900	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1886	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1887	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1888	541,006	482,164	499,296	468,358	585,623	747,942	702,691	707,508	946,707	932,683	754,671	647,842	7,976,490
1889	523,568	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,439
1890	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1891	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1892	871,218	827,254	1,149,258	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1886	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,308,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1887	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,204
1888	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1886	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1887	299,944	271,085	275,643	289,224	334,687	407,992	342,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1888	327,900	416,588	459,762	423,797	510,100	422,578	640,179	799,236	661,391	667,141	603,402	632,447	6,329,447
1889	517,536	528,972	616,665	516,608	460,573	617,682	678,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1890	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1891	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1892	647,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,000
1893	681,656	558,783	711,559	595,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1886	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1887	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1888	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1889	98,517	91,666	103,558	109,526	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1886	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1887	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1888	366,961	378,843	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	551,799	4,826,727
1889	312,846	277,234	412,715	413,970	418,024	384,684	338,855	384,401	429,177	496,655	429,546	352,218	4,650,326
1890	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	390,034	4,663,893
1891	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,920,050
1892	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1886	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1887	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,193	3,168,055
1888	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1889	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	476,661	490,694	447,670	328,870	4,520,550
1890	282,439	265,796	337,158	343,737	365,196	338,083	324,986	359,646	429,161	493,640	414,604	368,669	4,260,115
1891	304,095	283,661	375,210	362,783	333,952	324,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1892	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,071	4,669,251
1893	384,120	320,636	386,527	411,514	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1886	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1887	350,884	333,281	435,629	435,629	565,718	458,094	423,247	522,645	1,023,520	1,087,434	629,927	468,790	5,617,562
1888	454,130	330,233	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1886	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1887	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,580,519	1,211,108	938,857	1,143,216	14,143,216
1888	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1886	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,511,077
1887	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,795,006
1888	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,593
1889	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,565,519
1890	211,973	231,351	265,905	252,149	204,620	217,082	194,456	287,557	307,122	283,329	274,637	233,861	2,964,014
1891	180,366	216,080	221,459	214,409	.....								

## NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, May 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
Loan of June 14, 1859.....registered coupon	5	Jan. & July.	1874	123	.. —Troy and Greenfield Loan, stg.	5	April & Oct.	'69-'78	100
Loan of June 22, 1860.....registered coupon	5	"	1874	121	.. —Eastern R. R. Loan.....	5	"	'88-'90	100
Loans of Feb. 8, July 1, Aug. 3, '61 registered and March 3, 1863.....coupon	5	"	1871	133	.. —Nor. & Worc. R. R. Loan.....	5	Jan. & July.	'69-'71	100
Oregon War Bonds of March 2, 1861.....	6	"	1881	120	.. —B. H. & Erie R. R. Loan, stg.	6	"	1877	100
Loan of Feb. 25, 1862 (5-20s).....registered coupon	6	"	1881	121	.. —State Scrip (var.).....	5	Various.	1870	100
Loan of March 3, 1864 (5-20s).....registered coupon	6	July.	1881	119	.. —Union Fund Loan of 1861.....	5	April & Oct.	1872	100
Loan of June 30, 1864 (5-20s).....registered coupon	6	May & Nov.	1882	116	.. —Back Bay Loan of 1862-'63.....	5	Various.	1874	100
Loan of March 3, 1865 (5-20s).....registered coupon	6	"	1882	121	.. —Bounty Fund Loan of 1863.....	6	June & Dec.	'70-'72	100
.. 2d series (5-20s).....registered coupon	6	"	1884	116	.. —Three Years' Loan.....	6	"	'72-'73	100
.. 3d series (5-20s).....registered coupon	6	"	1884	115	.. —Coast Defense Loan of 1863.....	6	Jan. & July.	1871	100
.. 4th series (5-20s).....registered coupon	6	"	1884	115	.. —War Fund 5-20 Loan.....	6	"	'74-'75	100
Loan of March 3, 1864 (10-40s).....registered coupon	6	"	1885	116	.. —Nevada (No Account).....	6	"	'74-'75	100
Union Pacific R. R. Bonds (currency)	6	Jan. & July.	1885	117	.. —New Hampshire—War Loan of July 1, 1861.....	6	"	'74-'75	100
Certificates of Mar. 2, 1867, and July 2, 1868.....	6	"	1886	118	.. —Renewal Loan.....	6	May & Nov.	1880	100
Navy Pension Fund of July 23, 1868.....	6	"	1886	118	.. —Two Million Loan.....	5	Jan. & July.	1883	100
Loans of 1842, 1847 and 1848.....	6	"	1887	119	.. —War Loan.....	5	May & Nov.	1884	100
Texas Indemnity Bonds of Sept. 9, 1850.....	6	"	1887	118	.. —Bounty Loan.....	6	"	1884	100
Treasury Notes prior to 1857.....	6	"	1888	119	.. —Minnesota—Railroad Loan.....	7	Jan. & July.	1883	100
Treasury Notes of 1857, '60, '61 and '63.....	var	"	1888	119	.. —Mississippi—State Bonds (for banks).....	6	Jan. & July.	'41-'71	100
Treasury Notes (7-30s).....	7	"	1888	119	.. —Missouri—State Bonds proper.....	6	Jan. & July.	'62-'90	80
Certificates of Indebtedness.....	6	"	1904	108	.. —Consols. (interest).....	6	"	1887	100
Compound Interest Notes of 1863 and 1864.....	6	"	1904	108	.. —Railroad Loans.....	6	"	'82-'90	100
Temporary Loan of June 30, 1864.....	var	"	1904	108	.. —S. W. Pacific, guar.....	6	"	'81-'87	100
U. S. Notes (greenbacks).....	var	"	1904	108	.. —Han. and St. Jo. R. R. Loan.....	7	"	'81-'85	92
Fractional Currency.....	6	"	1904	108	.. —Nebraska (No Account).....	6	"	'81-'85	92
State Securities, latest dates.					.. —Nevada (No Account).....	6	"	'81-'85	92
Alabama—State Bonds.....	5	May & Nov.	1872	67	.. —New Hampshire—War Loan of July 1, 1861.....	6	Jan. & July.	'69-'78	90
.. — " " " (extended).....	5	"	'83-'85	100	.. —Renewal Loan.....	6	Mar. & Sept.	'84-'89	90
.. — " " " (sterling).....	6	Jan. & July.	'70-'86	100	.. —Two Million Loan.....	6	April & Oct.	'69-'74	100
.. — " " " ( " extended).....	5	"	'83-'85	100	.. —War Loan.....	8	Jan. & July.	1869	100
.. — " " " (new).....	8	"	'94-'95	101	.. —Bounty Loan.....	6	Jan. & July.	'69-'84	100
Arkansas—State Bonds (Real Estate Bank).....	6	April & Oct.	1861	100	.. —Minnesota—Railroad Loan.....	7	J. A. J. & O.	1870	100
.. — " " " (State Bank).....	6	Jan. & July.	1868	100	.. —Mississippi—State Bonds (for banks).....	6	"	1878	100
California—Civil Bonds of 1867.....	7	Jan. & July.	1877	132	.. —Missouri—State Bonds proper.....	6	Jan. & July.	'62-'90	80
.. — " " " (1860).....	7	"	1880	100	.. —Consols. (interest).....	6	"	1887	100
.. —Soldiers' Relief Bonds.....	7	"	'83-'85	100	.. —Railroad Loans.....	6	"	'82-'90	100
.. —Bounty Bonds.....	7	"	'83-'85	100	.. —S. W. Pacific, guar.....	6	"	'81-'87	100
Connecticut—War Bonds, My '61 (10 or 20yr).....	6	Jan. & July.	'71-'81	99	.. —Han. and St. Jo. R. R. Loan.....	7	"	'81-'85	92
.. — " " " (Oct. '61 (10 or 20yr).....	6	"	'72-'82	100	.. —Nebraska (No Account).....	6	"	'81-'85	92
.. — " " " (Nov., 1863).....	6	"	1883	100	.. —Nevada (No Account).....	6	"	'81-'85	92
.. — " " " (My '64 (10 or 20yr).....	6	April & Oct.	'74-'78	100	.. —New Hampshire—War Loan of July 1, 1861.....	6	Jan. & July.	'69-'78	90
.. — " " " (May 1, 1865, (free).....	6	"	1885	100	.. —Renewal Loan.....	6	Mar. & Sept.	'84-'89	90
.. — " " " (various) registered.....	6	Various.	Var.	100	.. —Two Million Loan.....	6	April & Oct.	'69-'74	100
Florida—State Bonds.....	8	Jan. & July.	Var.	100	.. —War Loan.....	8	Jan. & July.	1869	100
Georgia—State Bonds (W. & A. R. R.).....	7	Jan. & July.	1870	96	.. —Bounty Loan.....	6	Jan. & July.	'69-'84	100
.. — " " " (Act March 12, 1866).....	7	May & Oct.	1870	96	.. —Minnesota—Railroad Loan.....	7	J. A. J. & O.	1870	100
.. — " " " (W. & A. R. R.).....	7	Jan. & July.	1886	100	.. —Mississippi—State Bonds (for banks).....	6	"	1878	100
.. — " " " ( " ).....	6	"	'68-'74	82	.. —Missouri—State Bonds proper.....	6	Jan. & July.	'62-'90	80
.. — " " " (Atl. and Gulf R. R.).....	6	May & Oct.	1874	100	.. —Consols. (interest).....	6	"	1887	100
.. — " " " (sterling).....	6	Feb. & Aug.	'78-'86	100	.. —Railroad Loans.....	6	"	'82-'90	100
Illinois—New Internal Improvement Stock.....	6	Mar. & Sept.	1869	100	.. —S. W. Pacific, guar.....	6	"	'81-'87	100
.. —Interest Bonds.....	6	Jan. & July.	1870	100	.. —Han. and St. Jo. R. R. Loan.....	7	"	'81-'85	92
.. —Liquidation Bonds.....	6	"	1877	100	.. —Nebraska (No Account).....	6	"	'81-'85	92
.. —Refunded Stock.....	6	"	1865	100	.. —Nevada (No Account).....	6	"	'81-'85	92
.. —Thornton Loan Bonds.....	6	"	'69-'77	100	.. —New Hampshire—War Loan of July 1, 1861.....	6	Jan. & July.	'69-'78	90
.. —War Loan Bonds.....	6	"	1869	100	.. —Renewal Loan.....	6	Mar. & Sept.	'84-'89	90
.. —Ill. and Mich. Canal..... (sterling)	6	"	1870	100	.. —Two Million Loan.....	6	April & Oct.	'69-'74	100
.. — " " " (registered).....	6	"	1870	100	.. —War Loan.....	8	Jan. & July.	1869	100
Indiana—State Stock.....	5	Jan. & July.	1866	97	.. —Bounty Loan.....	6	Jan. & July.	'69-'84	100
.. —War Loan Bonds.....	6	May & Nov.	1888	100	.. —Minnesota—Railroad Loan.....	7	J. A. J. & O.	1870	100
Iowa—State Bonds of 1858.....	7	Jan. & July.	1868	100	.. —Mississippi—State Bonds (for banks).....	6	"	1878	100
.. —War and Defense Bonds of 1861.....	7	"	1881	100	.. —Missouri—State Bonds proper.....	6	Jan. & July.	'62-'90	80
Kansas—War Bonds, 1861-'67.....	7	Jan. & July.	'76-'97	100	.. —Consols. (interest).....	6	"	1887	100
.. —Territorial Debt Bonds.....	6	July.	'83-'84	100	.. —Railroad Loans.....	6	"	'82-'90	100
Kentucky—State Bonds.....	6	April & Oct.	'71-'72	100	.. —S. W. Pacific, guar.....	6	"	'81-'87	100
.. — " " ".....	6	May & Nov.	1879	100	.. —Han. and St. Jo. R. R. Loan.....	7	"	'81-'85	92
.. —Military Bonds.....	6	April & Oct.	'69-'73	100	.. —Nebraska (No Account).....	6	"	'81-'85	92
Louisiana—State Bonds (Schools, &c.).....	6	Various.	'69-'93	100	.. —Nevada (No Account).....	6	"	'81-'85	92
.. — " " " (Charity Hospital).....	6	Jan. & July.	1893	100	.. —New Hampshire—War Loan of July 1, 1861.....	6	Jan. & July.	'69-'78	90
.. — " " " (Levees).....	6	Various.	'69-'93	100	.. —Renewal Loan.....	6	Mar. & Sept.	'84-'89	90
.. — " " " ( " 1867).....	6	Mar. & Sept.	1872	100	.. —Two Million Loan.....	6	April & Oct.	'69-'74	100
.. — " " " ( " 1868).....	6	Various.	1886	68	.. —War Loan.....	8	Jan. & July.	1869	100
.. — " " " (Funding).....	8	May & Nov.	1907	100	.. —Bounty Loan.....	6	Jan. & July.	'69-'84	100
Maine—Civil Loans.....	6	Various.	'86-'88	100	.. —Minnesota—Railroad Loan.....	7	J. A. J. & O.	1870	100
.. —War Loan of 1861.....	6	Mar. & Sept.	'69-'74	100	.. —Mississippi—State Bonds (for banks).....	6	"	1878	100
.. — " " " 1863.....	6	Various.	'75-'78	100	.. —Missouri—State Bonds proper.....	6	Jan. & July.	'62-'90	80
.. — " " " 1864.....	6	"	1871	100	.. —Consols. (interest).....	6	"	1887	100
.. —Bounty Loan of 1863.....	6	Mar. & Sept.	1883	100	.. —Railroad Loans.....	6	"	'82-'90	100
Maryland—Sterling Bonds of 1838.....	6	June & Dec.	1889	99	.. —S. W. Pacific, guar.....	6	"	'81-'87	100
.. — " " " converted.....	5	Feb. & Aug.	1890	99	.. —Han. and St. Jo. R. R. Loan.....	7	"	'81-'85	92
.. —Currency Bonds of 1837.....	5	J. A. J. & O.	1865	100	.. —Nebraska (No Account).....	6	"	'81-'85	92
.. — " " " 1827.....	5	"	'89-'90	100	.. —Nevada (No Account).....	6	"	'81-'85	92
.. — " " " 1834-'35.....	5	"	'89-'90	100	.. —New Hampshire—War Loan of July 1, 1861.....	6	Jan. & July.	'69-'78	90
.. — " " " 1838-'39.....	5	"	'89-'90	100	.. —Renewal Loan.....	6	Mar. & Sept.	'84-'89	90
.. — " " " 1838-'39.....	5	"	'89-'90	100	.. —Two Million Loan.....	6	April & Oct.	'69-'74	100
.. —Defense Loan of 1864-'68.....	5	"	1890	100	.. —War Loan.....	8	Jan. & July.	1869	100
.. —South Relief Loan of 1867.....	5	"	1890	100	.. —Bounty Loan.....	6	Jan. & July.	'69-'84	100
	5	"	1893	100	.. —Minnesota—Railroad Loan.....	7	J. A. J. & O.	1870	100



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350 000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	" "	" "	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	" "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	" "	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	" "	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	.....	7	— & —	New York.	1916	91½
1st Mortgage (Extension).....	4,000,000	7.3	" "	" "	1896	....	Central Branch Union Pacific:						
Androscooggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	99½
1st Mortgage (Pennsylvania).....	2,151,500	7	" "	" "	1877	....	2d Mortgage.....	600,000	7	May & Nov.	" "	1875	102
1st Mortgage (Ohio).....	3,740,900	7	" "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83½
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	" "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	" "	1884	....	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" "	" "	1885	111½
2d Mortgage (Pennsylvania).....	757,500	7*	" "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	109
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	" "	1883	....	National Loan.....	21,003,000	6	" "	" "	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" "	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" "	New York.	18—	....	1st Mortgage for \$500,000.....	534,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" "	" "	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.)...	500,000	7	" "	" "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	.....	7	Jan. & July.	" "	1897	84	2d Mortgage.....	75,000	7	— & —	" "	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) .	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	91
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, prof. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
Loan of 1855.....	863,250	6	Jan. & July.	" "	1875	92½	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	102½
Loan of 1850.....	579,500	6	" "	" "	1880	90½	Income bonds (2d Mortgage)...	1,100,000	7	April & Oct.	" "	1883	92
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	90½	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" "	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	" "	1873	....	Trust Mortgage, convertible.....	150,000	8	" "	" "	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	" "	1885	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" "	" "	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	85½
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	.....	7	" "	" "	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½	Chicago and Milwaukee (45 m'ls):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½	1st Mortgage (C. and N. W.)...	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" "	1877	80	3d Mortgage ( " ).....	37,900	7	Feb. & Aug.	" "	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Prof. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	" "	1883	92
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro.	1875	....	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	88½
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....
1st Mort. (Conc. to War. 71 m.).	200,000	7	Feb. & Aug.	New York.	1865	94½	Equipment Bonds.....	133,000	7	April & Oct.	" "	1874	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Sinking Fund Mortgage.....	500,000	6	" "	Boston.	1889	92½	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1916	100
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	" "	1899	61	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
Boston and Lowell:							1st Mortgage (Peninsula R.R.)..	1,075,000	7	March & Sept.	" "	1898	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chl. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
Company bonds (no mortgage).....	200,000	6	April & Oct.	" "	1879	98½	1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Company bonds (no mortgage).....	304,600	6	" "	" "	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	'68-'77	....	1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	92
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage.....	589,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	.....	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	.....	7	May & Nov.	" "	1886	....
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	" "	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1882	76
Buffalo, New York and Erie:							Cincinnati and Indianapolis Junc:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877								

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage.....	1,000,000	7	"	"	1881		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	"	1888	92	3d Mortgage.....	6,000,000	7	"	"	1883	90
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	81
1st Mort. (Junc. R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	925,500	7	June & Dec.	"	1888	78½
1st Mort. (Junc. R. R. 2d Div.)..	125,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	"	1886		Starting Loan £800,000.....	4,844,400	7*	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)..	2,021,000	7	Jan. & July.	"	1885	100½	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	370,200	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	85½	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	86	Rockville Extension 1st Mort. ....	150,000	7	Feb. & Aug.	"	1881	
2d Mortgage.....	810,000	7	"	"	18—	81	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	"	"	18—		1st Mortgage.....	200,000	7	— & —	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	— & —	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	— & —	New York.	18—	
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	98
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	"	1884	
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869		1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	"	1869		Grand Trunk (Can.):						
Bonds of July, 1867.....	93,000	6	"	"	1877		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	"	"	18—	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		3d Preference Stock.....	3,414,094	4*	"	"	18—	
Cumberland Valley:							4th Preference Stock.....	25,592,860	4*	"	"	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18—	
2d Mortgage.....	109,500	8	"	"	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
Company's Bonds.....	85,300	6	"	Harrisburg.	15—		Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	'70-'80		Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	'73-'76	
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5½*	— & —	"	'77-'78	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Stock Debentures £46,700.....	226,500	5*	— & —	"	irred.	
2d Mortgage.....	2,589,000	7	"	"	1881		Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	"	1884		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	"	"	'81-'94		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	"	"	1888	89
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	79½
2d Mortgage.....	135,000	7	June & Dec.	"	1879		Greenville and Columbia:						
Income Bonds.....	251,000	6	"	"	'79 aft.		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	"	New York.	18—	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	"			State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	92
Delaware:							State Loan of 1855.....	1,500,000	6	"	"	1885	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Guaranteed Bonds.....	100,000	6	"	"	1875		Convertible bonds of 1863.....	800,000	7	Jan. & July.	"	1888	120
State Loan.....	170,000	6	"	"	1876		Six year bonds of 1865.....	1,000,000	10	"	"	1872	
Delaware, Lackaw. & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	94	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	93½	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	
Income Bonds.....	462,000	7	Jan. & July.	"	1884		1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	"	"	1876	
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
2d Mortgage.....	1,000,000	8	"	"	1884		Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		2d Mortgage.....	96,000	7	"	"	1885	
Bonds of June 30, 1866, (cond.)...	1,837,789	7	"	"	1886		Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.I.)							Texas State Loan, sinking fund.....	432,000	6	Apr. & Oct.	New York.	67-'69	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	1,360,000	7	Jan. & July.	"	1866	
Detroit and Pontiac (Det. & Mil.)							Land Mort. S. F. (\$20,000 p. m.)...		6	"	"	1891	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	"	"	1869	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	"	"	1870	
1st Mortgage (construction).....	660,000	7	"	"	1884		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		3d Mortgage.....	183,000	7	May & Nov.	"	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
2d Mortgage, ordinary.....	450,000	7	"	"	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	"	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Illinois Central:						
Eastern:							Construction.....	2,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	'68-'72		Construction.....	437,500	6	"	"	1875	
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		Redemption.....	2,560,500	6	"	"	1890	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96½	Redemption, sterling.....	2,424,500	6*	"	London.	1875	
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	"	1876		Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	"	1885	94	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	"	"	1898		Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	"	"	1880		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Mortgage (new).....	124,900	7	"	"	1880		Jeffersonville (J. M. & I.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		2d Mortgage.....		7	April & Oct.	"	1873	
Tennessee Loan (1866).....	600,000	6	"	"	1898		Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	"	"	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Edgfield and Kentucky:							Louisville Loan (endorsement)...	150,000	6	"	"	1882	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F. ....	500,000	8	Jan. & July.	New York.	1874	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	91	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	"	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....		6*	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	80



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.).....	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.).....	236,000	7	— & —	" "	1885	....	Tennessee State Loan.....	317,800	6	" "	" "	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96½	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	" "	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	1,669,800	8*	" "	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	388,900	6	Jan. & July.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67.....	556,421	8	May & Nov.	Mobile.	1907	19
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Liquidation (10 year) bonds.....	556,421	8	" "	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	697,900	8	" "	Mobile.	1882	35
1st Mortgage.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:							
1st Mortgage (Extension).....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....	
2d Mortgage.....	7	April & Oct.	" "	1880	....	Montgomery and West Point:							
2d Mortgage (Extension).....	7	May & Nov.	" "	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....	
Lake Erie and Louisville:							Income Bonds.....	306,900	8	" "	" "	1874	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	" "	" "	1881	82
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	100
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	94½
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'09-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan.....	150,000	6	" "	" "	18—	....
New Mortgage, free of taxes....	1,000,000	6	June & Dec.	" "	1898	97½	Tenn. Coupons Funded.....	426,270	6	" "	" "	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1890	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage.....	792,050	6	" "	" "	'71-'83	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	Newark and New York:						
Louisville, Cinclin. and Lexington:							1st Mortgage.....	600,000	—	— & —	New York.	18—	....
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	" "	" "	1881	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'70-'75	....	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	" "	1877	....
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	" "	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80-'85	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	....	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	" "	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	" "	1893	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'73-'87	93
Consolid. 1st mort. for \$8,000,000	2,235,000	6	— & —	" "	1898	....	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
1st Mort. New Albany & Salem	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia..	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	70
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	....		N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	92
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bangor City Loan.....	660,000	6	April & Oct.	" "	1874	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	" "	" "	1883	87
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½	Bonds and mortgages.....	58,215	7	various.	" "	var.	....
1st Mortgage, Sterling.....	1,000,000	7*	" "	London.	1892	....	Convertible bonds.....	210,000	7	Feb. & Aug.	" "	1876	120
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	68½	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "	1887	90½
Scioto and Hocking Valley.....	300,000	7	" "	" "	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	99½
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	" "	1893	....
Memphis, Clarksville & Louisv.:							New York and New Haven:						
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	94½
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	....
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	" "	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½	1st Mortgage.....	328,600	8	" "	" "	'65-'70	80
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....	2d Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1869	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	121	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	76
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	99½	2d Mortgage for \$300,000.....	145,000	7	" "	" "	1868	....
2d Mortgage.....	2,693,000	7	" "	" "	1877	93½	Interest Certificates.....	228,086	7	Jan. & July.	" "	1875	....
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	....	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	85½
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Milwaukee & Chicago, (40 miles):							Chattel Mortgage.....	377,365	10	April & Oct.	" "	1887	109
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	274,500	7	— & —	" "	18—	88½
3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	" "	1898	....	North Shore, S. I.:						
Milwaukee and Prairie du Chien:							1st Mortgage.....	110,200					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		D ue.	Price.	Description of Bonds.	Amo u	Rate.	Interest Payable.		D ue.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol :						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8		"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	86	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94½	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'90-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " "	673,500	8	May & Nov.	Richmond.	1875	72	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	74	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'70	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....		7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6½	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (20 and 30 years)...	7,000,000	3	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000		6½	Feb. & Aug.	New York.	1888	97½	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free		7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	92	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. { Harrisb. to Pittab. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	97	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	14½
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Philadelphia and Baltimore Cent.:							2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	75½
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	85½
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	86	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97½
2d Mortgage.....	4,000,000	7	"	"	1901	89½	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist:							1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	96½	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	90	General Mort., stg. for £780,000		7*	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94½	General Mort., dol. for \$7,000,000		7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	"	1880	....	Salem:						
Bonds of 1836, Sterling, conv.....	288,000	7½	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	106	1st Mortgage.....	226,900	6	"	Boston.	1876	96½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia, Wilmington & Balt.:							2d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	93	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,006	7	Jan. & July.	New York.	1912	105½	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	2d Mortgage.....	71,000	7	"	"	1870	....
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## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, guar. for \$500,000.	1,000,000	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,061	262,366	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	585,500	7	"	"	'68-'72		2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887		Sterling Bonds, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65	Dollar Bonds	936,500	6	"	Boston.	1875	95
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68		Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72		1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	08
5th Mortgage	119,000	8	"	"	'63-'69		1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887		2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85		1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		1st M. for \$1,000,000 end. by Ala.		7	— & —	—	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State		8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		Wilmington and Manchester:						
Steuernville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	100,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Consol. Mortgage for \$2,000,000		7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876		1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							1st Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—		Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Toledo, Loganport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Stg. State Loan	85,333	6	August	Richmond.	1867	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,500,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)		7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipmt Bonds (T. & W. 75m.)	600,000	7	"	"	1883	76	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	84	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875		Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877		Delaware and Hudson:						
Union and Loganport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	90	Eric of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8		1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895		Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895		Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895		Ill. State b'ds, cur. coup. & reg.	35,406	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1866	78	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	41	2d Loan	5,608,122	6	"	"	1884	84
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	99
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91	Convertible Loan	1,201,850	6	"	"	1877	83
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860		1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1890		2d Mortgage	57,000	6	"	"	18—	....
3d Mortgage	293,200	7	"	New York.	1859		Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890		2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	or	"	1890		Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890		North Branch:						
" " 4th class	1,263,000	7	"	"	1890		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"			Schuylkill Navigation:						
Special Loan	200,000	8	"	"			1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	67
State Loan	210,000	6	Jan. & July.	New York.	1891		Improvement Loan	1,601,670	6	May & Nov.	"	1876	71
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880		Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872		Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884		Coupon Bonds	1,250,000	6	"	Baltimore.	1878	57
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
2d Mortgage	23,500	6	"	"	1879	64	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66	2d Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1866		Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Warren:							MISCELLANEOUS BONDS.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C. R. E. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	95
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1880		Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years ending	Railroad			Rolling Stock			Property and Assets			Abstract of General Balance Sheet					Operations			Earnings		Value of Shares					
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.		Freight.	Railroad in progress.	Pass.	R. M. E.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Carried one mile.		Gross.	Net.	Dividends.	Market.	
				Trains Moved.	Passengers.														Freight.						Trains Moved.
Sept. 30, 1897	25.0			1			2,079,058		1,000,000	117,082	201,000	195,000	418,711	31,470	88.7	161,501	127,192	18,495	10,932	100	100	100	100	100	100
Sept. 30, 1897	114.0			14			2,401,766		1,000,000	142,248	951,300	915,000	418,711	31,470	114.0	161,501	127,192	18,495	10,932	100	100	100	100	100	100
Sept. 30, 1897	125.0			15			5,839,598		1,000,000	394,073	1,891,383	1,891,383	420,289	401,880	120.0	7,081,364	4,250,169	585,823	227,819	100	100	100	100	100	100
Oct. 31, 1897	125.0			12			6,000,000		1,000,000	447,708	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0			8			1,000,000		1,000,000	404,447	2,000,000	2,000,000	420,289	401,880	68.0	118,701	111,067	186,132	38,723	100	100	100	100	100	100
Nov. 30, 1897	25.0																								



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "u."

Abstract of General Balance Sheet.													Value of Shares.																								
Property and Assets.				Liabilities.				Operations.					Earnings.		Value of Shares.																						
Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.		Par.		p.c.			
Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Pasa.		Freight.		Car.		Years ending.		M.		M.		M.		M.		M.		M.		M.		M.		M.			
Oct. 31, 1867	80.0	23.5	116.0	21	6	31,275	3,231,358	521,772	2,273,295	830,250	2,273,295	63,880	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	80.0	508,071	
Dec. 31, 1867	37.0	11.6	32.0	3	21	1	1,340,250	575,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250		
Jan. 1, 1868	27.0	0.3	22.0	3	21	1	1,340,250	575,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250	375,100	840,250		
Jan. 31, 1868	15.0	0.3	22.0	33	8	21,847	9,459,625	1,747,141	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	8,739,800	7,990,285	200,000	200,000	
Oct. 31, 1867	91.0	46.8	16.0	90	18	103,696	11,459,652	3,407,489	10,731,400	1,437,000	1,437,000	896,111	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	
Nov. 30, 1867	101.0	60.2	143.6	90	18	103,696	11,459,652	3,407,489	10,731,400	1,437,000	1,437,000	896,111	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	101.0	1,224,376	
Oct. 30, 1867	6.6	0.6	0.6	2	2	10	288,708	654,265	36,000	241,200	241,200	896,111	288,708	654,265	36,000	241,200	241,200	896,111	288,708	654,265	36,000	241,200	241,200	896,111	288,708	654,265	36,000	241,200	241,200	896,111	288,708	654,265	36,000	241,200	241,200	896,111	
Dec. 31, 1867	12.0	0.8	0.8	2	2	57	654,265	1,704,058	9,140	514,046	44,000	114,749	654,265	1,704,058	9,140	514,046	44,000	114,749	654,265	1,704,058	9,140	514,046	44,000	114,749	654,265	1,704,058	9,140	514,046	44,000	114,749	654,265	1,704,058	9,140	514,046	44,000	114,749	
Jan. 30, 1868	29.0	4.4	2.7	45	40	24	8,775,757	1,704,058	624,688	3,572,400	1,589,000	8,297	8,775,757	1,704,058	624,688	3,572,400	1,589,000	8,297	8,775,757	1,704,058	624,688	3,572,400	1,589,000	8,297	8,775,757	1,704,058	624,688	3,572,400	1,589,000	8,297	8,775,757	1,704,058	624,688	3,572,400	1,589,000	8,297	8,775,757
Nov. 30, 1867	84.2	44.7	2.7	45	40	24	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662
Oct. 31, 1867	28.3	3.0	24.6	2	8	158	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662	2,047,438	624,688	2,646,100	868,000	627,251	1,466,662
Dec. 31, 1867	9.0	26.0	...	2	8	158	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Sept. 30, 1867	94.0	26.0	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509
Jan. 30, 1868	66.0	6.1	...	24	40	8	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,000	825,000	4,448	3,805,509	401,311	178,232	3,000,0									



Feb. 28, 1898	Mar. 31, 1898	Apr. 30, 1898	May 31, 1898	June 30, 1898	July 31, 1898	Aug. 31, 1898	Sept. 30, 1898	Oct. 31, 1898	Nov. 30, 1898	Dec. 31, 1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	32
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An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

### PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equal to value in single year.	Length in progress or projected.	Equip-ment.			Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2 horses.	1 horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '67	3.63					Boston and Chelsea	\$10,000	\$19,000			\$8,800	\$7,396	6.8		30
30 Nov. '67	0.84		266	38		Broadway, Boston	402,484	328,000		64,386	187,427	29,460	9.5		30
30 Nov. '67	28.31					Cambridge	877,894	727,800	160,000	64					90
30 Nov. '67	8.99		48	8		Lowell (Horse)	66,908	56,880		1,686	27,268	5,538			10
30 Nov. '67	13.50		106	32		Lynn and Boston	289,426	200,000	50,000	48,954	164,987	loss.			10
30 Nov. '67	3.56					Malden and Melrose	60,246	200,000	55,758		24,138	loss.			10
30 Nov. '67						Marginal Freight	81,643	84,280							10
30 Nov. '67	3.08					Medford and Charlestown	36,600	21,000	9,000		23,442	2,240		50	2
30 Nov. '67	42.96		791	166		Metropolitan (Boston)	1,523,225	1,250,000		182,198	726,709	129,655	10		6
30 Nov. '67	7.21		254	42		Middlesex (Boston)	499,635	400,000	41,639	79,694	188,086	10,087			0
30 Nov. '67	3.26		23	7		Northampton & Willamab.	300,000	300,000		2,318	14,273	1,125			0
30 Nov. '67	2.18		6	2		North Woburn street	27,242	17,300		13,560	868	loss.			0
30 Nov. '67	6.45		55	9		Quincy	136,540	71,600	64,424	57,692	28,226	loss.			0
30 Nov. '67	7.10		50	17		Salem and South Danvers	195,317	150,000	32,400	6,208	36,387	loss.			0
30 Nov. '67	5.74					Somerville	75,000	75,000			4,500	4,500	6		3
30 Nov. '67	2.51		19	3		Stoneham street (Boston)	37,800	33,000			8,589	50			3
30 Nov. '67	6.84					Suburban	66,000	6,000	(Inc. in Mal. & Melrose.)	117,842	368,361	18,016	6		8
30 Nov. '67	2.76		440	68		Union (Transportation)	368,870	200,000	24,000	238	4,300	3,867	4		8
30 Nov. '67	4.06		44	9		Winnisimmet	62,152	69,300							8
30 Nov. '67	4.76					Worcester	95,573	75,500	72,000	26,000					8
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	103,000	100,000					8		100
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							100
NEW YORK.															
30 Sep. '67	7.37		87	6		Albany	139,414	98,000	40,000		71,861	15,878		100	100
30 Sep. '67	22.00		58	37		Bleeker St. & Fulton Ferry	1,748,441	900,000	694,000	4,474	293,419	56,545		100	100
30 Sep. '67	16.76		103	17		Broadway (Brooklyn)	260,561	200,000	35,000	10,019	107,736	28,744	8		100
30 Sep. '67	8.00		17	1		Broadway & 7th Ave., N. Y.	608,318	2,100,000	150,000		687,433	253,214		100	100
30 Sep. '67	70.00		207	17		Brooklyn, Bath & Coney Is'd	1,666,299	99,850	80,000	85,177	27,283	5,994		100	100
30 Sep. '67	11.30		49	14		Brooklyn City & Newtown	1,600,813	1,500,000	300,000	2,587	129,267	14,552	12		100
30 Sep. '67	4.12		18	4		Brooklyn City & Rock. B'd	225,566	107,700	46,000		15,066	6,352		100	100
30 Sep. '67	24.0		57	22		Brooklyn Central & Jamaica	995,783	488,100	498,810	47,323	192,290	9,470		100	100
30 Sep. '67	8.13					Buffalo Street	184,357	50,000	60,000	109,500	76,683	2,456		100	100
30 Sep. '67	1.76					Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	84		100
30 Sep. '67	24.00		121	14		Cent'l Pk.N. & E.Riv.(N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285		100	100
30 Sep. '67	14.82					Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226		100	100
30 Sep. '67	22.99		201			D. Dock, E. B'd, & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5		100
30 Sep. '67	18.00		162			Eighth Avenue	1,420,972	1,000,000	208,000		792,574	139,095	12		100
30 Sep. '67	10.24		49			42d st. & Grand st. Ferry	1,041,204	748,000	280,000		300,969	94,714	5		100
30 Sep. '67	5.50					Grand st. & Newtown (W'g)	112,000	170.0	38,000	8,000	74,420	18,793	94		100
30 Sep. '67	3.00					Genesee & Water st. (Syr.)	42,194	42,500			8,766	419		100	100
30 Sep. '67	8.38					Greenpoint & Williamsb'rg	144,000	44,890	100,600	3,900				100	100
30 Sep. '67	10.00		21	3		Harlem Br., Moria's & Ford'm	227,400	98,990	134,000	7,600	68,603	4,578		100	100
30 Sep. '67	3.56					Kingston and Rondout	75,810	75,000			27,000	1,620		100	100
30 Sep. '67	7.00		17			Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000		100	100
30 Sep. '67	12.20		25			Ninth Avenue	466,295	797,320	187,000		92,671	16,881		100	100
30 Sep. '67	6.78					Niagara street (Buffalo)	118,063	80,000	40,000	1,247	66,670	3,345		100	100
30 Sep. '67	10.00		41			Rochester City & Brighton	286,061	133,400	100,000	13,000	45,259	1,601		100	100
30 Sep. '67	16.00					Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	8,470		100	100
30 Sep. '67	8.37		81			Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		568,166	73,564	10		100
30 Sep. '67	5.33					Skaneateles	58,878	67,780	20,000					100	100
30 Sep. '67	2.07					Syracuse and Geddes	25,033	25,000	25,000		13,075	5,046	20		100
30 Sep. '67	4.37					Syracuse and Onondago	31,069	31,000			6,596	1,176	5		100
30 Sep. '67	18.00		130			Third Avenue (N. Y.)	2,453,404	1,170,000	1,380,000	50,000	1,349,945	222,322	12		100
30 Sep. '67	3.88					Troy and Albra	71,952	44,150	19,000	11,238	12,446	2,140		100	100
30 Sep. '67	18.60					Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707		100	100
30 Sep. '67	2.26		4			V. Brunt et & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267		100	100
30 Sep. '67	15.52					Westervilet (Albany)	294,338	240,000	134,000	2,700	104,223	14,721	9		100
NEW JERSEY.															
31 Dec. '62	5.32		7			Hoboken and Hudson City	32,000	30,000		2,000					100
31 Dec. '62	6.05	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		100
31 Dec. '62	10.47					Jersey City & Bergen Point									100
31 Dec. '66	17.00		150	22		Orange and Newark	618,296	287,580	300,000	30,760	124,679	30,566		50	100
31 Dec. '62	6.80		8			West Hoboken & Hoboken	100,000	40,000	60,000						100
PENNSYLVANIA.															
31 Oct. '67	9.23		137	26		4 Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	50
31 Oct. '67	1.63		10	2		Easton & South Easton	92,422	24,500	500		4,971	428	2	25	25
31 Oct. '67	10.60					Frankfort and Philadelphia	138,297	69,635	50,000	11,664	15,786	loss.		50	50
31 Oct. '67	16.37		272	40		Frankford & Southw'k (Ph.)	766,491	401,650	200,000		295,142	56,996	6	50	50
31 Oct. '67	34.25		367	59		Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26	50	50
31 Oct. '67	8.40		139	25		Girard College (Phila.)	170,864	170,000			112,204	15,978	12	50	50
31 Oct. '67	4.84		197	33		Green & Coates st. (Phila.)	234,463	150,000	100,000		170,439	9,604	10	50	50
31 Oct. '67	2.00		18	6		Harrisburg City	67,948	41,595	9,750	2,248	9,777	loss.		25	25
31 Oct. '67	5.20		103	18		Lombard & South st. (Phila.)	162,957	90,000	60,200	7,900	66,529	13,046		25	25
31 Oct. '67	7.25		82	13		Oakland (Pittsburg & E. L.)		59,500	57,718	880	49,680	loss.		50	50
31 Oct. '67	3.00		9	3		Peoples, Luzerne County	34,800	34,800			4,600	2,382		100	100
31 Oct. '67	7.08		277	45		Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	50
31 Oct. '67	5.61		50	10		Philadelphia and Darby	250,419	180,000	89,000		38,371	9,452	124	20	20
31 Oct. '67	8.50		125	19		Philadelphia & Gray's Ferry	286,583	295,307			93,888	23,343	8	50	50
31 Oct. '67	8.75		163	28		Pittsb., Allegheny & Manch'r	146,495	110,000	35,600	24,916	138,501	22,495	10	50	50
31 Oct. '67	3.90		71	12		Pittsburg and Birmingham	82,506	76,000	10,000	10,000	74,862	21,550	11	50	50
31 Oct. '67	8.00		53	12		Ridge Avenue & Manyunk.	179,635	120,500	63,300		40,759	6,725	2	50	50
31 Oct. '67	3.96					Schuylkill River (Phila.)	47,468	50,000						50	50
31 Oct. '67	19.50		459	72		Second & Third st. (Phila.)	437,936	339,007	114,200	68,088	408,156	105,448	184	50	50
31 Oct. '67	5.62		100	13		17th & 19th st. (Phila.)	114,268	130,000			69,627	11,284	41	50	50
31 Oct. '67	7.00		104	32		10th & 11th st. (Citizens')	176,049	192,750			131,728	22,160	814	50	50
31 Oct. '67	6.25		145	28		13th & 15th st. (Phila.)	uncertain				208,984	84,648		50	50
31 Oct. '67	25.00		529	70		Union (Philadelphia)	764,927	400,000	300,000		366,348	42,591	74	50	50
31 Oct. '67	6.00		341	66		West Philadelphia	479,706	375,000	100,000		281,358	50,692	10	50	50
31 Oct. '67	4.13		13	4		Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423		50	50
31 Oct. '67	1.02		10	4		Williamsport	20,387	15,000	5,000	1,127	8,565	1,319		25	25
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	229,059	21,058			100
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							100
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000	</						

## PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST			Principal payable.	Mortgage date.
		Rate.	Pay- able.			
Broadway (Brooklyn):						
Real Estate Mortgage	27,500	7	Month.	Year.		
Broadway & 7th Avenue:						
1st Mortgage	500,000	7	J. & J.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	80,000	7	J. & J.	1883		
Brooklyn and Rockaway						
1st Mortgage	35,000	7	J. & J.			
Brooklyn Centr. & Jamaica:						
1st Mortgage	498,000	7	J. & J.	1870		
Brooklyn City:						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1883	10	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' Pittsburg:						
1st Mortgage	56,300	7	J. & J.	1870		
Coney Island and Brooklyn:						
1st Mortgage	148,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
D. Dock, E. B'dw. & Battery:						
1st Mortgage	550,000	7	J. & J.			
Eight Avenue:						
1st Mortgage	160,000	7	J. & J.			
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		
Real Estate	134,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	90	
Frankford and Philadelphia						
1st Mortgage	50,000	7				
Germantown:						
1st Mortgage	350,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	100,000	7	J. & J.	1870	93	
Harlem Br. Morris & Ford'm						
1st Mortgage	124,000	7	J. & J.			
Hestonville Mantua & Fair- mount:						
1st Mortgage	183,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage [road]:	50,000	6	J. & J.	71-72	91	
Malden and Melrose:						
1st Mortgage guaranteed	75,000	6	A. & O.	1880	91	
Medford and Charlestown:						
1st Mort. [Winter St. Br.]	9,500	6				
Middlesex:						
1st Mortgage	38,000					
Malden & Melrose bonds.	46,971					
Real Estate	6,000					
Ninth Avenue:						
1st Mortgage	112,000	7				
North Philadelphia:						
1st Mortgage	100,000	7		1869		
Orange and Newark:						
1st Mortgage Broad street	100,000	7	J. & J.	1881		
" " O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage " "	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	140,000	6	J. & J.	1879	83	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870	88	
Phila. and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittab. Allegh'y & Manch.:						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	10,600	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	58,100		M. & S.	1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	100,000	7	J. & J.			
Second Avenue:						
1st Mortgage	520,000	7	J. & J.	1867		
Second and Third Street:						
1st Mortgage	100,000	7	J. & J.	1868	90	
2d Mortgage	114,200	7	J. & J.	1869	103	
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	480,000					
Union:						
Real Estate Mortgage	300,000	6	J. & J.	1875		
Utica and Waterville:						
1st Mortgage	100,000	7				
Van Brunt, st & Erie Basin:						
1st Mortgage	12,000	7	J. & J.			
West Hoboken & Hoboken:						
1st Mortgage	60,000	7	M. & N.	1878		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	6	100
Berkshire* guaranteed	600,000	7	7	7	100
Blossburg and Corning* guar.	250,000	5	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	7	100
Camden and Atlantic, pref.	600,000	7	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	7	100
Cayuga and Susquehanna* guar.	689,110	9	9	9	100
Cedar Rapids & Missouri* preferred	755,000	7	3 1/2	3 1/2	100
and guaranteed.	400,000	7	7	7	100
Central Ohio, preferred	380,000	8	8	8	100
Chemung* guar.	2,017,815	7	3	72 1/2	100
Chester, preferred	2,425,400	7	10	161	100
Chicago and Alton, pref.	2,600,000	10	10	103	100
Chicago, Iowa and Nebraska* guar.	16,356,287	7	10 1/2	103	100
Chicago and Northwestern, pref.	2,056,000	7	7	7	100
Cleveland and Mahoning* guar.	6,250,000	3 1/2	3 1/2	3 1/2	100
Cleveland and Toledo* guar.	177,750	8	8	8	100
Cochecho, preferred	1,822,100	6	6	90	100
Connecticut and Passumpsic Rivers,	241,900	8	8	114 1/2	100
preferred	242,000	8	8	8	100
Cumberland Valley, 1st pref.	594,261	6	6	6	100
" 2d pref.	1,500,000	6	6	6	100
Delaware* guaranteed	1,088,170	7	7	97 1/2	100
Detroit & Milwaukee* preferred and	330,308	7	7	7	100
guaranteed.	492,500	8	8	8	100
Dubuque and Sioux City* preferred	500,000	5	5	5	100
and guaranteed.	500,000	5	5	5	100
Dubuque Southwestern, pref.	8,536,910	7	7	83	100
Eastern (N. H.)* guaranteed	5,253,836	11 1/2	11 1/2	11 1/2	100
Elmira, Jefferson and Canandaigua* guar.	1,182,550	7	7	64 1/2	100
Elmira and Williamport* guar.	1,180,000	8	4	64 1/2	100
Elmira and Williamport* preferred	190,750	7	3 1/2	3 1/2	100
and guaranteed.	1,500,000	7	7	7	100
Erie, preferred	300,000	8	8	8	100
Hannibal and St. Joseph, pref.	500,000	7	7	7	100
Harrisburg and Lancaster, guar.	2,646,100	7	7	7	100
Houstonville, preferred	211,122	9	9	9	100
Huntingdon & Broad Top Mountain,	6,586,135	6	22	22	100
preferred	4,051,744	6	8 1/2	8 1/2	100
Joliet and Chicago* guar.	1,000,000	9	9	9	100
Joliet and Northern Indiana* guar.	586,800	10	10	10	100
Lackawanna and Bloomsburg, pref.	323,375	10	10	10	100
Leeds and Farmington* guar.	3,214,250	8	8	105	100
Iattle Schuylkill* guar.	1,014,000	7	7	7	100
Louisville, Cincinnati and Lexington	8,050,892	7	86 1/2	86 1/2	100
preferred	3,775,000	8	8	8	100
Marietta and Cincinnati, 1st pref.	282,250	12	12	12	100
" 2d pref.	1,344,000	2	2	2	100
Manchester and Lawrence*	1,500,000	8	150	150	100
Michigan Southern, guaranteed	1,000,000	6	6	6	100
Mill Creek and Mine Hill* guar.	155,000	8	8	8	100
Milwaukee and P. du Chien, 1st pref.	1,037,000	8	103 1/2	103 1/2	100
" 2d pref.	3,500,000	7	7	79 1/2	100
Milwaukee and St. Paul, preferred	630,000	8	8	8	100
Mine Hill and Schuylkill Haven* guar.	248,000	5	5	5	100
Mount Carbon & Pt. Carbon* guar.	1,200,000	6	6	6	100
New Haven and Northampton*	5,996,700	10	10	10	100
New York and Harlem, pref.	1,551,800	10	10	10	100
Niagara Br. and Canandaigua* guar.	1,099,120	10	10	10	100
North Eastern (S. C.) preferred	450,000	6	6	6	100
Ogdensburg and L. Champlain, pref.	202,400	6	6	6	100
Ohio and Mississippi, pref.	1,500,000	6	6	6	100
Paterson and Hudson, guar.	350,000	7	7	7	100
Paterson and Ramapo* guar.	142,900	7	7	7	100
Peoria and Bureau Valley* guar.	557,500	7	7	7	100
Philadelphia and Erie*	2,040,000	7	72	72	100
Philadelphia and Reading, pref.	445,596	6	34	34	100
Philadelphia and Trenton* guar.	676,050	6	6	6	100
Pittsfield and North Adams* guar.	869,450	5	5	5	100
Portl. & Kennebec (Yarmouth) guar.	1,300,000	7	7	7	100
Portland, Saco & Portsmouth* guar.	1,700,000	7	7	7	100
Portsmouth and Concord*	1,000,000	7	7	7	100
Richmond, Fredericksb. & Potomac,	274,000	7	7	7	100
guaranteed.	2,500,000	8	8	8	100
Rochester and Genesee Valley*	1,408,300	7	7	7	100
Rutland, preferred	200,000	5	5	5	100
St. Louis, Alton and T. H., pref.	317,050	2	2	2	100
Sandusky and Cincinnati, pref.	1,633,350	8	8	8	100
Schuylkill Valley* guar.	1,175,000	10	66	66	100
Shamokin Valley & Pottsville* guar.	2,888,907	6	38	38	100
Tol. & Warsaw (W. D.) pref.	200,000	5	5	5	100
" (E. D.) pref.	1,700,000	7	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	82 1/2	82 1/2	100
Troy and Greenbush* guar.	274,000	7	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	8	100
Warren* guar.	1,408,300	7	7	7	100
White Mountains* guar.	200,000	5	5	5	100
Wrightav, York & Gettysburg* pref.	317,050	2	2	2	100
<b>CANAL STOCKS:</b>					
Delaware Division* guar.	1,633,350	8	8	8	100
Morris, preferred	1,175,000	10	66	66	100
Schuylkill Navigation, pref.	2,888,907	6	38	38	100
Union, preferred	200,000	5	5	5	100
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	5,774,400	7	30	30	100
Mariposa Mining, pref.	5,774,400	7	60 1/2	60 1/2	100

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	40	@	45	—
Pig, American, No. 1 (good to best).....	40	@	—	—	—
Pig, American, No. 2.....	38	@	—	—	—
Pig, American, Forge.....	36	@	37	—	—
Bar, Refined, English and American.....	85	@	90	—	—
Bar, Swedes, assorted sizes.....	(gold)	82	50	@	87

## STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@	140	—	—
Bar, English and American, Refined.....	—	@	92	50	—
Bar, English and American, Common.....	—	@	87	50	—
Scroll.....	120	@	150	—	—
Ovals and Half-round.....	117	50	@	142	50
Band.....	117	50	@	—	—
Horse Shoe.....	117	50	@	—	—
Rods, 1/2 to 3-16 inch.....	97	50	@	155	—
Hoop.....	125	@	180	—	—
Nail Rod.....	per lb.	8 1/2	@	9 1/2	—
Sheet, Russia, assorted No.'s.....	(gold)	11 1/2	@	13 1/2	—
Sheet, Single D. and T. Common.....	5 1/2	@	—	6 1/2	—
Rails, English.....	(gold)	per ton	55	@	56
Rails, American.....	—	@	75	—	—
Anvils, Eagle.....	per lb.	9 1/2	@	—	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.....	(2d and 1st quality).....	per lb.	18	@	22
English Spring (2d and 1st quality).....	9	@	11 1/2	—	—
English Blister (2d and 1st quality).....	11 1/2	@	19	—	—
English Machinery.....	12 1/2	@	15	—	—
English German (2d and 1st quality).....	14	@	16	—	—
American Blister "Black Diamond".....	10 1/2	@	16	—	—
American, Cast, Tool, do.....	19	@	—	—	—
American, Spring, do.....	10	@	13	—	—
American Machinery, do.....	10	@	13	—	—
American German, do.....	10	@	13	—	—

COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14 3/4 oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@	33	—
Bolts.....	—	@	35	—	—
Braziers.....	—	@	35	—	—
Nails.....	40	@	—	—	—
Sheathing, &c., Old.....	22	@	23	—	—
Sheathing, Yellow Metal.....	—	@	27	—	—
Bolts, Yellow Metal.....	—	@	27	—	—
American Ingot.....	23 1/2	@	24 1/2	—	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold).....	per lb.	—	@	34 1/2
Straits.....	(gold).....	31 1/2	@	32	—
English.....	(gold).....	—	@	30	—
Plates—Fair to good brands.....	(gold).....	—	@	30	—
I. C. Charcoal.....	per box	8	37 1/2	@	8
I. C. Coke.....	6	75	@	7	50
Coke Terne.....	6	12 1/2	@	6	25
Charcoal Terne.....	7	75	@	8	12 1/2

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	@	—	15
Crude, 40 @ 47 gravity (in shipping order).....	—	@	—	—	21
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	30	—	—
Refined, Standard White (in ship's order).....	—	@	31	—	—
Refined, prime White (in shipping order).....	—	@	32	—	—
Refined, S. W. (in merchantable order).....	—	@	31 1/2	—	—
Naphtha, Refined, (60 @ 63 gravity).....	—	@	10	—	—
Residuum.....	per bbl.	6	37 1/2	@	6

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7	75	@	6
8 by 10 to 10 by 15.....	8	25	@	6	50	—
11 by 14 to 12 by 18.....	9	75	@	7	—	—
14 by 16 to 16 by 24.....	10	50	@	7	50	—
18 by 22 to 18 by 30.....	12	25	@	8	—	—
20 by 30 to 24 by 30.....	15	—	@	9	—	—
24 by 31 to 24 by 36.....	16	50	@	10	—	—
25 by 36 to 30 by 44.....	17	50	@	12	50	—
30 by 46 to 32 by 48.....	20	—	@	13	50	—
32 by 50 to 32 by 56.....	22	—	@	14	50	—
Above.....	25	—	@	16	—	—

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....	per 50 feet.	8	50	@	6	25
8 by 11 to 10 by 15.....	9	—	@	6	75	—
11 by 14 to 12 by 18.....	10	—	@	7	50	—
13 by 18 to 16 by 24.....	11	—	@	8	—	—
18 by 22 to 18 by 30.....	13	50	@	9	—	—
20 by 30 to 24 by 30.....	16	50	@	10	—	—
24 by 32 to 24 by 36.....	18	—	@	12	—	—
25 by 36 to 26 by 40.....	(3 qts.).....	20	—	@	16	—
28 by 40 to 30 by 48.....	(3 qts.).....	22	—	@	18	—
30 by 50 to 32 by 56.....	(3 qts.).....	24	—	@	20	—
32 by 58 to 34 by 60.....	(3 qts.).....	27	—	@	23	—

(Subject to a discount of 50@55 per cent.)

English sills at 40@50 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending May 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26

Boston, Hartford & Erie.....	63	63	64	64	65
Canton Co.....	118	117	116	116	116
Central of N. Jersey.....	159	159	159	159	168
Chicago & Alton.....	160	160	161	161	168
.. pref.....	160	160	161	161	168
.. 1 M.....	160	160	161	161	168
.. S. F.....	160	160	161	161	168
.. Inc. bds.....	92	92	92	92	92
Chicago, Burl. & Q.....	112	112	112	112	112
.. 8s, 1883.....	112	112	112	112	112
Chl. & Gt. Eastern 1st m.....	92	91	92	93	90
Chic. & Northwestern.....	104	104	105	106	104
.. pref.....	104	104	105	106	104
.. 1st M.....	104	104	105	106	104
.. Interest.....	104	104	105	106	104
.. S. F.....	104	104	105	106	104
.. Consol.....	104	104	105	106	104
Chic, Rock Isl. & Pac.....	127	126	127	127	126
Chicago & R. I. 7s, 1870.....	126	126	127	127	126
Chl. R. I. & P. 7s, 1896 98	98	98	98	98	99
Clev., Col. C. and Ind.....	94	94	94	94	94
Clev. and Pittsburg.....	94	94	94	94	94
.. 2 M.....	94	94	94	94	94
.. 3 M.....	94	94	94	94	94
.. 4 M.....	94	94	94	94	94
.. Con.....	94	94	94	94	94
Clev. and Toledo.....	94	94	94	94	94
.. S. F. 7s.....	94	94	94	94	94
Col., Chl., & Ind. C.....	42	42	44	44	44
.. 1 M.....	42	42	44	44	44
.. 2 M.....	42	42	44	44	44
Cumberland Coal pref.....	81	81	80	81	81
Del. & Hudson Canal.....	134	133	133	133	133
Del., Lack. & Western.....	119	117	119	119	119
.. 1 M. 7s.....	96	96	96	96	96
.. 2 M. 7s.....	96	96	96	96	96
Erie Railway.....	93	93	93	93	93
.. pref.....	93	93	93	93	93
.. 1 M. 7s, 1867.....	93	93	93	93	93
.. 2 M. 7s, 1879.....	93	93	93	93	93
.. 3 M. 7s, 1883.....	93	93	93	93	93
.. 4 M. 7s, 1880 79	93	93	93	93	93
.. 5 M. 7s, 1888.....	93	93	93	93	93
Great Western 2d mort. 80	80	80	80	80	80
Hannibal & St. Joseph.....	119	119	117	118	118
.. pref.....	117	117	116	116	117
Hudson River.....	158	162	163	162	159
.. 1 M. 7s, 1869.....	158	162	163	162	159
.. 2 M. S. F.....	158	162	163	162	159
.. 3 M. 7s, 1875.....	158	162	163	162	159
Illinois Central.....	148	147	147	146	146
.. bonds.....	148	147	147	146	146
Lake Shore (C. P. & A.).....	106	106	106	106	106
Div. bonds.....	89	89	90	90	90
Marietta & Cin. 1st pref.....	23	23	23	22	22
.. 2d pref.....	9	9	9	9	9
Michigan Central.....	130	129	129	121	121
.. S. F. 8s, 1882.....	130	129	129	121	121
.. conv. 8s, '69.....	130	129	129	121	121
M. S. and N. I.....	107	106	106	107	109
.. 1 M. S. F.....	99	99	99	99	99
.. 2 M.....	93	93	93	94	93
Mariposa Mining Co.....	49	49	49	50	51
.. pref.....	49	49	49	50	51
.. Tr. 10s cfs. 81.....	77	77	76	77	77
Milw. and St. Paul.....	87	86	86	87	86
.. pref.....	87	86	86	87	86
.. 1st mort.....	105	105	105	105	105
.. 2d mort.....	105	105	105	105	105
.. 8s.....	105	105	105	105	105
.. 7-10s con.....	94	94	94	94	94
Missouri 6s.....	89	89	89	89	89
.. H. & St. J. iss. 91	92	92	92	92	92
Morris and Essex.....	91	90	90	90	91
.. 1st mort.....	100	100	100	100	100
.. 2d mort.....	94	94	94	94	94
New York Central.....	189	191	192	193	191
.. 7s, S. F. 1876.....	189	191	192	193	191
.. 7s, conv. '76.....	189	191	192	193	191
.. 6s, S. F. 1883.....	92	92	92	92	92
.. 6s, S. F. 1887.....	148	150	151	150	147
N. York and Harlem.....	148	150	151	150	147
.. pref.....	148	150	151	150	147
.. 1 M. 7s, 1873.....	148	150	151	150	147
N. Carolina 6s.....	59	59	59	59	59
.. new.....	54	54	55	55	55
Ohio and Miss.....	36	35	35	35	35
.. pref.....	36	35	35	35	35
.. 1st M.....	36	35	35	35	35
Pacific Mail S. S. Co.....	95	93	92	83	81
Panama.....	319	317	317	310	310
Phila. and Reading.....	98	97	97	99	99
Pitts., Ft. W. & Chicago.....	154	155	157	150	157
.. 1 M.....	154	155	157	150	157
.. 2 M.....	154	155	157	150	157
.. 3 M.....	95	95	95	97	97
.. Equip. 8s.....	19	19	20	20	19
Quicksilver Mining Co.....	19	19	20	20	19
St. L., Alton & T. H.....	40	40	40	39	40
.. pref.....	40	40	40	39	40
.. 1 M.....	40	40	40	39	40
.. 2 M. pref.....	40	40	40	39	40
.. Income bds.....	40	40	40	39	40
Tennessee 6s.....	65	65	66	66	65
.. new.....	65	65	66	66	65
Col., Wab. & Western.....	75	76	77	78	77
.. pref.....	75	76	77	78	77
.. 1 M. ex.....	75	76	77	78	77
.. 2 M.....	75	76	77	78	77
.. Equipment.....	75	76	77	78	77
Virginia 6s, ex-coupon.....	57	57	59	58	58
.. new.....	62	62	62	62	62



## New York Stock Exchange.

Actual Sale Prices for the week ending May 26.

Th.20. F.21. Sat.22. M.24. Tu.25. W.26

FEDERAL STOCKS:--					
U. S. 6s, 1871, reg.	109	109	109	109	109
U. S. 6s, 1871, coup.	109	109	109	109	109
U. S. 6s, 1874, reg.	109	109	109	109	109
U. S. 6s, 1874, coup.	109	109	109	109	109
U. S. 6s, 10-40s, coup.	109	109	109	109	109
U. S. 6s, 10-40s, reg.	109	109	109	109	109
U. S. 6s, 1881, reg.	122	122	122	122	122
U. S. 6s, 1881, coup.	122	122	122	122	122
U. S. 6s, '81, O.W.L.y.	117	117	117	117	117
U. S. 6s, 1881, .y.	117	117	117	117	117
U. S. 6s, 5-20s, reg. '62.117	117	117	117	117	117
U. S. 6s, 5-20s, c. 1862.123	123	123	123	123	123
U. S. 6s, 5-20s, reg. '64.	117	117	117	117	117
U. S. 6s, 5-20s, c. 1864.117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '65.	119	119	119	119	119
U. S. 6s, 5-20s, r. n. '65.120	119	119	119	119	119
U. S. 6s, 5-20s, c. n. '65.120	120	120	120	120	120
U. S. 6s, 5-20s, reg. '67.	119	119	119	119	119
U. S. 6s, 5-20s, c. 1867.120	120	120	120	120	120
U. S. 6s, 5-20s, reg. '68.	120	120	120	120	120
U. S. 6s, 5-20s, c. '68 .120	120	120	120	120	120
U. S. 6s, Pac.R.R. Issue 107	107	107	107	107	107

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 25.

W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Catawissa	34	35	35	35	35
.. preferred	34	35	35	35	35
Camden and Amboy	123	123	123	123	123
.. 6s, 1870	123	123	123	123	123
.. 6s, 1875	123	123	123	123	123
.. 6s, 1883	123	123	123	123	123
.. 6s, 1889	123	123	123	123	123
.. mort. 6s, '89 92	92	93	93	93	93
Elmira & Williamsport	41	41	41	41	41
.. pref.	41	41	41	41	41
.. 7s.	91	91	91	91	91
Lehigh Navigation	34	35	35	35	35
.. 6s, 1884	83	83	83	83	83
.. Gold L.	97	97	97	97	97
.. R. R. L.	86	87	87	87	87
Lehigh Valley R.R.	87	87	87	87	87
.. 6s new coup.	57	57	57	57	57
.. 6s new reg.	97	97	97	97	97
Little Schuylkill R.R.	43	43	43	43	43
.. 7s.	54	55	55	55	55
Minchill	54	55	55	55	55
Morris Canal	54	55	55	55	55
.. pref.	54	55	55	55	55
.. 6s, 1870	54	55	55	55	55
North Pennsylvania	35	35	35	35	35
.. 6s, 1880	90	90	90	90	90
.. 7s.	109	109	109	109	109
.. 10s, 1887	109	109	109	109	109
Northern Central	48	48	48	48	48
Pennsylvania R.R.	57	58	58	58	58
.. 1st M.	102	102	102	102	102
.. 2d M.	104	104	104	104	104
Penn. State, 6s, 1st series	104	104	104	104	104
.. 6s, 2d series	104	104	104	104	104
.. 6s, 3d series	104	104	104	104	104
.. 6s, W. L. 102	102	102	102	102	102
Philadelphia City, 6s	97	97	97	97	97
.. new	101	101	101	101	101
Philad. Germ. & Nor.	67	67	67	67	67
Phila. & Reading	48	49	49	49	49
.. 7s, 1893	106	106	106	106	106
Philadelphia and Erie	30	31	30	30	31
.. 6s.	88	88	88	88	88
.. 7s.	90	90	90	90	90
Schuylkill Navigation	17	17	17	17	17
.. pref.	17	17	17	17	17
.. 6s, 1882	66	66	66	66	66
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
Susq. Canal	13	13	13	13	13
.. 6s, 1878	56	56	56	56	56
Union Canal, pref.	10	10	10	10	10
.. 6s, 1878	12	12	12	12	12
Hestonville, (Horse).	12	12	12	12	12
Chestnut & Wal.	46	46	46	46	46
Green & Coates	50	50	50	50	50
2d and 3d streets	27	27	27	27	27
Spruce and Pine	18	18	18	18	18
13th and 15th sts.	18	18	18	18	18

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 25.

W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Baltimore City 6s, 1875	92	92	92	92	92
.. 1886	93	93	93	93	93
.. 1890	93	93	93	93	93
.. 1893	93	93	93	93	93
Balt and Ohio	118	118	118	118	118
.. bonds, 1875	92	92	92	92	92
.. 1880	90	90	90	90	90
.. 1885	91	91	91	91	91
Marietta & Cin. 1st M.	87	87	87	87	87
.. 2d M.	68	68	68	68	68
Northern Central	48	48	48	48	48
.. bonds, 1885	86	86	86	86	86
.. 1000	86	86	86	86	86
N. W. Va. 1st mort.	19	19	19	19	19
.. 2d mort.	19	19	19	19	19
.. 3d mort.	19	19	19	19	19
City Passenger R.R.	19	19	19	19	19

## Boston Stock Exchange.

Actual Sale Prices for the week ending May 26.

Th.20. F.21. Sat.22. M.24. Tu.25. W.26

Boston and Albany	154	154	154	154	154
Boston and Lowell	141	141	141	141	141
Boston and Maine	141	141	141	141	141
Boston and Providence	134	134	134	134	134
Boston, Hartford & Erie	23	23	23	23	23
.. 7s, new.	61	61	61	61	61
Cheshire, pref.	133	133	133	133	133
Concord	134	134	134	134	134
Connecticut River	134	134	134	134	134
Eastern	133	133	133	133	133
Fitchburg	133	133	133	133	133
Manchester & Lawrence	127	127	127	127	127
Michigan Central	127	127	127	127	127
Northern, N. H.	113	113	113	113	113
Ogdens & Lake Champ.	67	67	67	67	67
.. pref.	105	105	105	105	105
Old Colony & Newport	99	100	100	100	100
Ph. Wil. & Baltimore	55	55	55	55	55
Portl'd, Saco & Ports.	103	103	103	103	103
Vermont & Canada	103	103	103	103	103
Vermont & Mass.	101	101	101	101	101
Vt.C. & Vt. C. Eq. 8s.101	101	101	101	101	101
Broadway (Horse)	99	99	99	99	99
Cambridge	68	68	68	68	68
Metropolitan	68	68	68	68	68
Middlesex	9	9	9	9	9
Central Mining Co.	19	19	19	19	19
Copper Falls	19	19	19	19	19
Franklin	29	29	29	29	29
Huron	29	29	29	29	29
Ile Royale	29	29	29	29	29
National	29	29	29	29	29
Minnesota	29	29	29	29	29
Pewabic	29	29	29	29	29
Pittsburg	29	29	29	29	29
Quincy	29	29	29	29	29

## London Stock Exchange.

Closing Prices—

May 7. April 30.

All. & Gt. West. N. Y. sec. 7 per ct.	65	60	65	60
1st mort., 1880	55	50	55	50
Do. do., 2d mort., 1881	55	50	55	50
Do. Penn., 1st mort., 1877	55	50	55	50
Do. do., 2d mort., 1882	55	50	55	50
Do. Consol. 7 per cent. mort. 1890	23	24	23	24
Detroit and Milwaukee 1st mort. 7s.	62	64	62	64
Do. 2d mort. 8 p. c.	62	65	62	65
Erie shares 100 dol. all paid.	18	19	20	20
Do. sterlg. 6 p. c. convertible bonds	67	70	68	70
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	98	101	98	101
Do. Redemption mort. bonds 6 p. c.	98	101	98	101
Do. 7 per cent., 1875	79	81	79	81
Do. 100 dol. shares, all paid.	96	97	96	97
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75	80
New York Central, 100 dol. shares.	95	100	95	100
Panama General mort. 7s, 1897	103	105	103	105
Penn. R. R. bonds, 2d mort. 6 per ct.	83	85	83	85
Do. General mort. 6 p. c. 1910	87	88	87	88
Philadelphia and Erie 1st mort. 1881	86	88	86	88
Do. with option to be paid in Phila.	86	88	86	88

## American Railroad Journal.

Saturday, May 29, 1869.

## Stock Exchange and Money Market.

There has been a very ample offering of Money all the week to the leading borrowers, who have not been in as urgent need of aid, as the speculative dealings in Gold, Funds, and Stocks have been, as a rule, on a less extensive scale, particularly in Gold and Funds. The mercantile inquiry has been fairly active, but has been more promptly responded to and at rates more favorable to the borrowing interest. Call loans have been quoted at from 5@7, generally at 6@7; discounts, at 7@10, chiefly at 7@8 per cent. per annum, on prime names. The city banks have made a further addition of nearly 13½ millions to their legal tender reserve, and added a little to their deposit and specie averages. They have increased their loans about three-fourths of a million, and reduced their circulation some \$50,000. They now hold over 57¼ millions of legal tender notes, against less than 48½ millions on the 3d of April. Their specie reserve is now 15½ millions, against less than 7½ millions on the 17th of April. Their deposits are up to 199½ millions, against 171½ millions seven weeks ago. They have enlarged their loan and discount average from 255½ mil-

lions on April 17th, to 270¼ millions on May 22d. Their circulation now stands at \$33,927,886, against \$34,816,916 on the 3d of April. The U. S. Sub Treasury has added over a million to its cash balances, and is yet gaining in this line. Washington advices state that the Treasury Department held on Monday a coin reserve of 114 millions including 23 millions to the credit of private depositors.

The specie reserve of the city banks according to the latest return is \$15,429,404, against \$20,476,947 same time last year. The city bank deposits are now \$199,414,869, against \$202,507,550 week ending May 23, 1868. The legal tender reserve amounts to \$57,838,298, against \$62,233,002 same time last year. The circulation now stands at \$33,927,886, against \$24,183,038 same time last year. The loans are now \$270,275,952, against \$267,381,279 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$131,457,975 a day, against a daily average of \$143,453,480 the preceding week, and \$150,195,763 the week ending with May-5, 1869. The current week's exchanges average about \$135,672,000 a day. The city banks, last week, reported a gain of \$54,635 of specie, \$22,420 of deposits, and of \$1,336,942 of legal tender notes. They increased their loans, \$777,055; and reduced their circulation, \$50,408.

The city bank exchanges on Wednesday were \$128,705,448, and the resulting balances, \$3,671,105.

National Bank notes to the amount of \$215,070 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$315,023,131, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$15,157,376, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,865,755. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,807,800; and for the public deposits, \$29,390,850—making a total of \$372,198,150. The Treasury Department last week redeemed and destroyed \$278,700 of worn and mutilated fractional currency, and issued \$431,860 of new. The outstanding amount of fractional currency on the 1st of May, was \$35,330,323, against \$36,719,912 on the 1st of April, \$36,781,548 on March 1, \$35,511,127 on February 1, and \$34,215,716 on the 1st of January. Washington advices state that the "reason for reducing the number of depositories of the public monies is, there are too many of them; about four hundred banks have been acting in that capacity. Only \$13,000 are now on deposit in the banks of the cities of New York and Brooklyn combined, while yesterday securities to the amount \$2,000,000 were in the hands of the Treasurer of the United States. The Bank of Commerce, however, has just withdrawn \$500,000 of such securities."

The U. S. Sub-Treasury receipts, week ending with May 22, were \$7,342,817, including \$1,846,036 from customs duties; payments, \$6,280,835, including \$1,436,353 of coin interest; balance at the close of the week, \$85,624,565, against \$84,562,582 at the close of the preceding week,

showing an increase of \$683,000. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$2,167,231, including \$321,454 from customs; payments, \$3,078,893, including \$195,193 of coin interest. On Tuesday, receipts, \$2,842,665, including \$319,393 from customs and payments \$1,649,503, including \$107,613 of coin interest. The balance at the close of business on Tuesday stood at \$85,897,063, against \$84,886,237 a week previous; and \$83,583,788 on May 12, 1869. The aggregate receipts of the office in April were \$32,771,148, including \$10,936,268 from customs, aggregate payments, \$36,711,819, including \$4,655,460 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was \$16,307,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$683,000, and retired \$1,751,036 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during April, reached \$1,625,580.

Government revenues have been unusually prolific in the line of excises, since our last, and have been up to a moderate average, in the yield of customs. The excises, last week, yielded about seven millions; customs at the port of New York, \$1,846,036 and at the outports about \$650,000 (in coin) more, making the grand total income for the week equal to about \$10,485,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 140 millions, according to the latest Washington advices.

The Gold market has been less active, the speculative demand having been on a less confident basis, while the customs inquiry has been quite moderate, and the export drain, insignificant. The increase of a million in the weekly offerings of Government Gold has tended to depress the price, and check the call from operators for a rise. At the Sub Treasury, on Monday, the bids for the government gold reached an aggregate of \$2,050,000, at from 141.90@142.32. The award of a million was made at from 142.01@142.32. Government held control of a coin reserve in the Treasury vaults on that day of some 114 millions, including about 23 millions to the credit of private depositors. The range of the price in the open market here through the week has been from 139¼ to 144¾, and the latest quotation on Wednesday was 139¾.

On Wednesday, the U. S. Sub-Treasury disbursed \$184,864 of coin interest.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, \$1,492,412; average amount of specie, \$758,373; average amount of deposits, \$1,445,531.

The customs demand for Gold last week, averaged \$307,673 a day; thus far, this week, it has averaged \$320,423 a day, or equal to a weekly aggregate of \$1,922,538. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$34,283, and since

Jan. 1, \$8,644,624, against \$8,064,855 same time in 1868. The receipts from California, since our last, have been \$590,868. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$113,298,867, against \$103,111,621 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 8th, 1869, \$2,604,267, against \$2,877,866 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$18,971,567, against \$32,014,844 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$13,043,277. The exports of specie, from this port, last week, were \$232,258, against \$3,947,637 same week last year; total, since July 1, 1868, \$34,130,930, against \$61,264,243 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,436,353; since July 1, 1868, \$83,662,575, against \$70,054,261 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to May 8, 1869, were \$14,594,386, against \$13,742,698 same time in 1868.

There has been an enlarged offering of bond and produce bills of foreign exchange, which has operated against the interests of drawers and rates have yielded a fraction, closing heavily, on a less confident demand. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@108¼, and on Paris to 5.25@5.16¼; sight bills on London to 109¾@110½, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,853,146, against \$3,657,521 same week last year; total, since July 1, 1868, \$150,649,906, against \$165,096,474 same time in preceding fiscal year of 1867-'68.

Government securities have been less sought after by local purchasers, as well, as by foreign and home investment buyers, and having been rather more freely offered, have declined slightly. The principal holders, however, have not been eager to sell at the going rates, as they have been anticipating an early rally. The aggregate proposals to sell Five-twenties to the sub-treasury, on Wednesday were \$3,356,000. The whole million taken was from Messrs. Jay Cooke & Co., including \$635,000 registered 1862's at from 115.31 to 115.37; \$40,000 registered at 1864's 115.38; \$100,000 registered 1865's at 115.39; and \$225,000 coupon 1866's at 115.46.

U. S. sixes of 1881 closed here on Wednesday at 120¾@121; U. S. Five-twenties of 1862, ex-coupon, 121½@121¾; U. S. Five-twenties of 1864 at 115¾@115¾; U. S. Five-twenties of 1865 at 117¾@117¾; U. S. Five-twenties of 1865, consolidated, 118¾@118¾; U. S. Five-twenties of 1867, 118¾@118¾; U. S. Five-twenties of 1868, 118¾@118¾; U. S. Ten-forties at 108½@108¾; U. S. Six per cent. currency bonds, 106¼@106½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 12.	May 19.	May 26.
Consols .....	92¾@%	92¾	93¾
U. S. 5-20's of 1862...	79	78¾	79¾
Erie .....	20½	19½	19
Ill. Central .....	96	96	95½
Atl. and Gt. Western. ....			25¾

Railway and miscellaneous share property has been generally in lively demand, but prices have

fluctuated widely, closing heavily and irregularly on Wednesday.

The general markets have been fairly active for domestic produce, but at variable and generally less satisfactory prices. Middling upland cotton closed heavily on Wednesday at 28½@28¾ cts. per lb. The stock of cotton now here is estimated at about 71,000 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,195,500 bales, against 2,223,000 bales same time in 1867-'8; exports, same time 1,319,000 bales, against 1,607,000 bales same time in 1867-'8; stock on hand at latest dates, 218,000 bales, against 159,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 9,705 pkgs., against 10,643 pkgs., same time last year. From Boston, 3,676 pkgs., against 5,447 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in better supply, closing dull and heavy, at from 10@16½c., per lb.; week's receipts, 6,795. Milch cows, quiet at from \$40@110 each, receipts, 64. Veal calves, in moderate request at from 6@11½c. per lb.; receipts, 4,126. Sheep and lambs, dull at 4½@8c., per lb.; receipts, 19,020. Swine, quiet and weak at from 10@10½c. per lb.; receipts, 20,361.

Foreign merchandise has been in less request and quoted less firm as a rule. The total imports of foreign dry goods, last week, were \$1,612,207, and the total amount marketed \$1,553,950. The value of foreign merchandise imported last week, was \$5,461,883—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$7,074,090, against \$3,469,371 same week last year; total since July 1, 1868, \$261,359,459, against \$215,472,694 in 1867-'8. Freights have been more active, and firmer. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. @ 1s. 9d. by steamer, per bbl.; grain at 5d. @ 5¾ by sail, and 6d. @ 6½d. by steamer, per bushel; cotton at ½d. @ ¾d. by sail, and ¾d. @ 1¼d. by steamer, per lb.; and heavy goods 12s. 6d. @ 25s. by sail, and 17s. 6d. @ 35s. by steamer, per ton. Total number of vessels in port on Wednesday, 504.

The New York exports, exclusive of specie, for the week ending May 25, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week .....	\$3,657,521	\$3,853,146
Prev. reported .....	69,148,245	64,064,594

Since January 1.....\$72,805,766 \$67,917,740

The imports for the week ending May 22, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods .....	\$1,135,908	\$1,612,207
Gen. merchandise .....	2,333,463	5,461,883

Total for the week....\$3,469,371 \$8,074,090  
Previously reported.... 91,453,654 121,758,699

Since January 1.....\$94,923,025 \$128,832,789

The balance in the Sub-Treasury on Wednesday was \$79,565,108 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Toledo, Wabash and Western consol. mortgage, 84; Toledo, Peoria and Warsaw 1st mort., E. D., 86½; do., W. D., 85; Galena and Chicago 1st mort., 98; Cleve., Painesville and Ash-tabula new bonds, 92; Chicago and Milwaukee 1st mort., 91; St. Louis and Iron Mt. 1st mort., 85¼; Am. Dock and Imp. Co., 7s, 95; Hannibal and St. Joseph conv. bonds, 120; Ohio and Mississippi consol. bonds, 86; Norwich and Worcester R.R., 105; Dubuque and Sioux City R.R., ex-div., 110; N. Y. and N. Haven R. R., 135; do., scrip, 125; do., 6s, 94½; California 7s, 132; Tennessee 5s, 60; Louisiana 6s, 73½; do., 6s, Levee bonds, 68½; do., 8s, Levee bonds, 89; New York State Bounty Loan reg., 110¾; do., 6s, 1872, 102¾; do., 1873, 103; Georgia 7s, 96; Ohio 6s, 1870@1875, 100; Alabama 8s, 101; do., 5s, 67½; Jersey City W. L., 92; Brooklyn 6s, 95½; Wilkesbarre Coal, 35; Western Union Telegraph, 43; do., 7s, 89; Brunswick City Land, 8¾; Adams' Exp. Co., 60; Wells-Fargo Exp., 32; Am. Mer. Union Exp., 39¾; U. S. Exp., 66½; Black Hawk, 1.25; Benton gold, 0.40; Consolidated Gregory gold, 2.80; Central petroleum, 0.66; Grass Valley gold, 0.65; Home Company oil, 9.75; La Crosse gold, 0.20; Montana gold, 2.00; Pit Hole Creek petroleum, 1.90; Quartz Hill Gold, 1.10; Rocky Mt. gold, 0.09; Smith and Parmalee gold, 3.00; United States petroleum, 1.00.

**Philadelphia.**—Philadelphia and Reading 6s, 1843-'80, 90; Shamokin bonds, 71½; Sunbury and Erie 7s, 97; Belvidere Delaware 2d mort., 81½; Catawissa 7s, 97; Harrisburg and Lancaster 6s, 90; Lehigh Nav. Conv. Loan, 83; Huntingdon and Broad Top consol. bonds, 25; Warren and Franklin 7s, 82; West Jersey R.R., 62; Oil Creek and Allegheny River R.R., 43½; Phila. and Trenton R. R., 128; Germantown Passenger R.R., 80¾; 5th and 6th streets R.R., 36; Morris Canal scrip, 67½; Chesapeake and Delaware Canal, 6s, 92; Allegheny County 5s, 76; Big Mt. Coal, 6; New Creek, 5; St. Nicholas Coal, 1½; N. Y. and Middle Coal Fields, 4¾; Feeder Dam Oil, ¾; Corn Planter, ¾. The latest quotations are: City 6s, 97¾@98; do., free of tax, 102@102½; State 6s, reg., 96½@—; do., coupon, 94@95; do., 6s, W.L., 102@102½; do., 1st series, 104¾@104½; do., 2d series, 107½@—; do., 3d series, 108¼@108½; Reading, 48¾@49¾; do., 7s, 1893, 105½@—; do., 6s, 1880, 90@90½; Camden and Amboy, 128@129; do., mort. 6s, 1889, 93@93½; do., 1883, 58¾@89¾; Penn. R. R., 57¾@57¾; do., 1st mort., 101@102; do., 2d mort., 96¾@97¼; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 65@65½; do., bonds, 85@86; Susquehanna Canal, 13@13¾; do., 6s, 57@57½; Sch. Nav., 9@10; do., pref., 19@19½; do., 6s, 1882, 68¼@69; Delaware Div. Canal, 47½@48; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 91¾@93; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36; do., 6s, 1884, 84¼@85; do., R. R., Loan, 87½@88; do., Gold Loan, 99¾@99¾; North Pennsylvania, 35½@36; do., 6s, 90@91¼; do., Chattle 10s, 108@109; Philadelphia and Erie, 31@31; do., 6s, 88@88¾; Minehill, 55@55½; Catawissa, 14@15; do., pref., 35¾@35¾; Lehigh Valley, 56¾@57; do., 6s, new, 96@96; Fifth and Sixth streets, (horse), 35@37; Second and Third, 49@50; West Philadelphia, 61@61; Spruce and

Pine, 27@29; Green and Coates, 38@39½; Chestnut and Walnut, 47@—; Thirteenth and Fifteenth, 18@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71½; Union, 43@43; Hestonville, 123¼@13.

**Boston.**—Vermont Central 1st mort., 78¾; do., 2d mort., 41; Old Colony and Newport 6s, 1875, 94¼; Union Pacific R. R. 6s, 90; Lake Superior and Mississippi R. R., 7s, 95¼; Cheshire R.R. 6s, 1880, 91; Boston, Concord and Montreal 6s, 1870, 90½; Jackson, Lansing and Saginaw 8s, 96¾; Cedar Rapids and Missouri R. R. 7s, 1916, 91¼; Eastern R. R. 6s, 1885, 94; do., 1874, 96½; Vt. Central and Vt. and Canada 8s, 1889, 100; Burlington and Missouri River R. R. 7s, 89; Cincinnati and Indiana 7s, 1882, 75; Cape Cod R.R., 60; Granite Railway, 60¼; Conn. and Pass. Rivers R. R., pref., 90; Indianapolis and Cincinnati R.R., 16; Summit Branch R. R., 23½; Boston Water Power Co., 16¾; Cary Imp., 8¾; Waverly Land, 1¾; Short Mt. Coal, 12¼; Boston Gas Light, 81½; Massachusetts 5s, 1890, endorsed, 105½; New Hampshire 6s, 1872, 99½; Maine 6s, 1883, 99½; Connecticut 6s, 99¾; Rhode Island 6s, 1883, 99¾; Chicago 7s, 97½; Bath 6s, 1896, 92¼; Albany 6s, 1879, 94; Cook Co., Ills., 7s, 96½; St. Louis 6s, 1882, 83¾; Boston 6s, 1875, currency, 101¾; do., 5s, 1880, gold, endorsed, 106¼; Brooklyn 6s, 1891, 95½; Portland 6s, 1870, 98¾; Allouez Mining Co., 5; Hecla, 85.

**Baltimore.**—Maryland 6s, 1890, 96; do., Defense Loan, 100; Virginia 6s, old, reg., 50¼; do., 1867, 53; do., 1866, 55¾; Memphis 6s, 53¾; Central Ohio R. R., 81½; Richmond and Danville bonds, 72; Western Maryland 2d mort., pref., 60; do., 1st mort., unendorsed, 68; Parkersburg R. R., 23½; George's Creek, 68; Bare Hill, 0.21. The latest quotations are: Balt. and Ohio, 118@118; do., 6s, 1875, 91@91½; do., 1880, 91@92; do., 1885, 90¼@91; Northern Central, 48@48; do., bonds, 1885, 86¼@—; do., 1900, 86@86¾; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 90@95; do., 2d mort., 89@90; do., 3d mort., 1885, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 69¼@70; Central Ohio, 81½@81¾; do., 1st mort., 83½@83¾; Western Md. 6s, 1890, 69@75; do., guar., 89@—; do., 2d mort., guar., 89@90; Richmond and Danville bonds, 71½@—; Baltimore 6s, 1875, 92½@92½; do., 1886, 93½@93¾; do., 1890, 93½@93¾; do., 1893, 93½@—; do., 5s, 1888-'70, 71@74; City Passenger R. R., 18¼@19; George's Creek Coal, 68@68¾; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

#### Union Pacific Railroad.

At a meeting of the stockholders of this company in Boston on the 25th inst., the following gentlemen were elected directors for the ensuing year: Oliver Ames of Massachusetts, Benjamin E. Bates of Massachusetts, Sidney Dillon of New York, John Duff of Massachusetts, Cyrus H. McCormick of New York, William T. Glidden of Massachusetts, Rowland G. Hazard of Rhode Island, F. Gordon Dexter of Massachusetts, Charles A. Lambard of New York, Elisha Atkins of Massachusetts, Cornelius S. Bushnell of Connecticut, Frederick Nickerson of Massachusetts, Ezra H. Baker of Massachusetts, O. S. Chapman of Massachusetts, Greenville M. Dodge of Iowa. At a meeting of the directors on the 26th inst., the following officers were chosen: Oliver Ames of

Massachusetts, President; John Duff of Massachusetts, Vice President; John M. S. Williams, of Massachusetts, Treasurer; E. H. Rollins of New Hampshire, Secretary and Assistant Treasurer.

#### N. O. Opelousas and Gt. Western Railroad.

This road was sold at public auction, in New Orleans on the 25th inst., by virtue of an order from the United States Circuit Court. The principal interests represented were the Illinois Central Railroad, the Mobile and Chattanooga Railroad, the bondholders of the road, and Charles Morgan. The first bid was \$1,000,000; the next \$1,500,000. The bids then proceeded by hundreds of thousands to \$2,000,000 which was bid by Paul Blanc on behalf of the bondholders of the road, to which amount he was limited. C. A. Whiting, representing Charles Morgan, bid \$2,050,000, at which amount it was knocked down after a moment's pause, and \$75,000 immediately paid as a guarantee. Mr. Whitney announced that it was the intention of Mr. Morgan, who was present in person, to set immediately about extending the road to the Sabine. The actual sale occupied barely ten minutes.

#### Hanover (Pa.) Branch Railroad.

The seventeenth annual report of the Hanover Branch Railroad Company is published. From it we learn that the earnings of the Hanover Branch proper last year amounted to \$62,061 35; to which add for working Gettysburg Railroad \$12,599 60, and for working Littlestown Railroad \$2,298 92; making a total of \$76,959 81, being an increase of \$6,364 69 over last year, due mainly to the iron ore trade. The operating expenses, and expenditures for maintenance of road, motive power and cars, have been \$43,113 20, about 56 per cent. of the gross receipts, leaving as net earnings \$33,546 79.

A dispatch dated Allentown, Pa., May 22, says Robt. H. Sayre, of the Lehigh Valley R. R. Co., with a number of prominent iron manufacturers, are making preparations for a trip to England for the purpose of studying the process of manufacturing steel rails. They sail on the 22d of June. On their return they will establish a manufactory of this kind at Bethlehem, the construction of which has already begun.

The auditors of the several counties of Ohio through which the Central Ohio Railroad runs, have fixed the valuation of the track, road-bed and rolling stock of the road at \$1,600,000, the same valuation as fixed last year. The Pittsburg, Cincinnati and St. Louis railway was assessed at \$2,000,000.

The Erie Railway Company has leased the Southern Central of New York, which extends from Owego, a station on the Erie, to Little Sodus Bay, Lake Ontario, fourteen miles westerly of Owego. It is expected that the road will be completed during the present year.

The first ground of the Utah Central Railroad was broken near Weber river, immediately below Ogden City, on the 17th inst. It is expected that the road will be completed to Salt Lake City by October next.

The receipts of the European and North American railway in April 1869, were \$12,379 46; in April 1868, \$10,434 68—an increase of \$1,944 78.

## Journal of Railroad Law.

WHEN LIABILITY OF COMMON CARRIERS CEASES AND THAT OF WHARFINGERS BEGINS—PUBLIC POLICY—USAGE BETWEEN CONTRACTING PARTIES—WHEN NOTICE TO CONSIGNEE IS EXCUSED.

The very recent action of *Ely vs. The New Haven Steamboat Co.* just decided, as yet unreported, will be found to be of uncommon interest. The action was brought against the defendants, as common carriers, to recover for the loss of certain leather received by them for transportation from New Haven to New York. The plaintiffs were the agents of the tanneries of Homer Ely and Cotton Ely, of Ashleyville, Massachusetts, the consignors of the property, and sued as their assignees. The leather was delivered at Springfield, Mass., to the Hartford and New Haven Railroad Company, and by that Company delivered at New Haven, on the 3d July, 1866, to defendants' steamer *Continental*, which arrived at her pier in New York at her usual hour early in the morning of July 4. The cargo of the vessel, including this leather, was all put on the wharf by 8 o'clock, A. M., ready to be taken away by the various consignees, and persons were in attendance during the day to make deliveries of goods. No one called for the leather, and about 2 A. M., of July 5, an accidental fire destroyed the cargo left upon the pier. The leather was marked and addressed, "H. G. Ely & Sanger, No. 2 Jacob street, New York." There was no bill of lading or shipping receipt given. The plaintiffs had been in the habit of receiving leather from these tanneries by defendants' line, for some years, as often as once a week, and generally received from the consignors advices by mail of the shipments. The letters advising of the shipments in question were mailed at Ashleyville, where the consignors resided, instead of Springfield, where the goods were put on the cars, and did not reach plaintiffs till after the fire. The plaintiffs kept a cartman, who was in the habit of calling at the pier of defendants, and taking away the leather when it arrived, but he was not on duty at all on the 4th of July. There was some discrepancy in the evidence as to the practice of notifying the consignees, the plaintiff claiming that the defendants had always sent notice of the arrival of goods, and that he then sent his cartman for them; while the defendants claimed that notices were not sent to parties in New York who were in the habit of sending for their goods except sometimes at the request of the cartmen and for their convenience, and these notices, when given, were given by Low & Roberts, licensed cartmen in New York, who had an office on defendants' pier, and who, on the arrival of the boats, received the whole freight list, assorted the cargo and carted such of it as was addressed to parties in the city not in the habit of sending for their goods. Such as was to go to some connecting line they carted, unless it was addressed to the care of other cartmen. Upon these facts the defendants moved to dismiss the complaint, on the ground that their extraordinary liability as carriers had ceased at the time of the fire, and that no negligence had been shown. The court so held, and the complaint was dismissed and judgment rendered for the defendants, from which the plaintiffs appealed to the General Term, where, after argument, the following opinion was delivered by Justice GILBERT:

It is apparent that the circumstances in which

the harsh and rigid rules of the common law governing the liability of common carriers had their origin have greatly changed, and that some amelioration of these rules has become necessary since the introduction of steamboats, railroads and the electric telegraph. Courts have not been unmindful of this necessity, and have gradually modified these rules in accordance with the views of public policy and individual right. The precise nature and extent of this modification, however, is still very uncertain, and it would be a fruitless task to attempt to reconcile the conflicting decisions on this subject. If it were necessary, we should be inclined to hold that, independently of the usage proved in this case, the extraordinary liability of the defendants, as common carriers, ceased when the goods were landed on the wharf and were ready for delivery; that henceforth they were liable only for ordinary care, and that the law does not require from the class of carriers to which the defendants belong a notice to consignees of the arrival of the goods carried. Such rule we think best accords with sound public policy, and with the intention of the parties in making the contract, and it is sustained by the more judicious of the recent decisions of the courts on this subject. (*Norway Plains Co. vs. Boston, &c., R. R. Co.*, 1 Gray, 263; *Thomas vs. The Same*, 10 Met. 472; *Lamb vs. West. R. R. Co.*, 7 Allen, 98; *Northrop vs. Syracuse, &c., R. R. Co.*, Court of Appeals, March 1867.) But we are of opinion that the evidence clearly establishes a course of business between the parties, in relation to the mode of delivering goods, which must govern the liability of defendants in this case. The plaintiffs had been accustomed for many years to receive goods by the defendants' boats, as often as once a week. These boats arrived in New York each day at stated hours, morning and evening. Upon the arrival of the boat each trip the goods were landed on the defendants' wharf, and placed in charge of trustworthy persons employed by them to take care of and deliver the goods to the consignees and collect the freight. The plaintiffs always sent their own cartman to the wharf for their goods soon after the arrival of the boat, and there received them from the persons so employed by the defendants. A delivery upon the wharf, therefore, in the usual way, and the lapse of a reasonable time for the plaintiffs to take away or reject the goods, terminated the extraordinary liability of the defendants as common carriers, for the reason that their contract had been performed by a carriage of the goods safely to the point of ultimate destination, and a delivery thereof at the appointed place of delivery. After these acts the defendants must be deemed to have renounced their liability as carriers and assumed that of wharfingers, and they could be held liable only for actual negligence. (*Hyde vs. Trent, Nav. Co.*, 5 T. R. 397, per Buller, J.; *Gatliffe vs. Bowne*, 4 Bing., N. C., 314, S. C.; 1 Scott N. R. 1, and 8 id. 604; *Abb. on shipping*, 5 A. M., Ed. 463; *Gibson vs. Culver*, 17 Wend. 305; *Gould vs. Chapin*, 20 N. Y. R. 259, per Strong, J.; *Hathorn vs. Ely*, 28 id. 78.) It is not contended by the plaintiffs that there was any negligence on the part of defendants. It is, however, urged by the learned counsel for the plaintiffs, that the defendants' liability as common carriers continued until after the loss of the goods, because, accord-

ing to the course of business referred to, a notice should have been given to the plaintiffs of the arrival of the goods. As before intimated, where the contract in terms, or as affected by the usage of trade, is to deliver the goods at the wharf, notice is not necessary. It is not itself an act of delivery, or equivalent, or even a kin to it. It is a substitute for it, arbitrarily created. There was, perhaps, enough evidence that the duty of sending a notice to the plaintiffs' store of the arrival of their goods formed a part of the usage in this case, to require the submission of that question to the jury, if it had been material to the determination of the case. But we are of opinion that if the fact were so, the plaintiffs' store having been closed the whole of the day on which the goods arrived, and until after the goods had been destroyed, the defendants were excused from giving the notice. Absence of the consignee dispenses with notice. (*Fisk vs. Newton*, 1 Den. 45; *Northrup vs. Syracuse Railroad Company*, *Supra.*) The defendants were under no obligation to go beyond the usage alleged, and seek the plaintiffs elsewhere than at their store. The 4th of July was not a holiday in any sense which affects this case. The judgment should be affirmed.

## Memphis and Little Rock Railroad.

EXTRACT FROM THE REPORT OF THE DIRECTORS.

It is to be regretted that your Board cannot report much progress in the work of constructing this road since the last annual meeting. That want of progress is attributable to causes which were not within the control of the Board of Directors. The want of money and credit had compelled the Board, in its eagerness to push the work ahead, to accept propositions from parties who have failed to comply with their undertakings. Notwithstanding all these difficulties and delays, the Board has the gratification to announce a great improvement of the credit and general confidence in the enterprise. The bonds of the company have advanced about one hundred per cent. in value within the past twelve months, and are becoming quite a favorite security among many shrewd capitalists who have taken the pains to inform themselves of the value and reliability of these securities. The day is not distant when the bonds of the Memphis and Little Rock Railroad will rank as a first-class security in any market of this country.

The Western Division of the road, from Little Rock to Duvall's Bluff, on the west bank of White River, a distance of 47 miles, is complete in all its departments, and operated regularly, and, as shown by the Superintendent's report, profitably. It will be seen, by reference to that report, that the net earnings of that division amount to \$47,310 14, or a little more than one thousand dollars per mile of road. The Middle Division of the road, extending from White river to the St. Francis, remains very nearly in the condition it was at the last annual report. The Eastern Division of the road has been so far repaired, from the St. Francis to the Mississippi River, as to be safely operated, and is now earning satisfactory profits. The work of repair of this division is still progressing and will soon be complete.

The debt due Geo. Peabody & Co., which has hung like an incubus upon the company since the termination of our civil war, has been satisfactorily arranged since your last annual meeting, and the company is now comparatively free from debt, with a better credit than it has ever had.

A contract has been entered into with a competent and reliable bridge builder to erect a good and substantial Howe truss bridge across the St. Francis River, at Madison, which is to be completed on or before the 15th day of January, 1869. Iron has been purchased, and has already been delivered at Hopefield for the extension of the road from Madison to Forrest City, a distance of five miles.



The law of the State of Arkansas, passed at the last session of the Legislature, granting a subsidy of ten thousand dollars per mile, by a loan of the bonds of the State to this company, has recently been ratified by a vote of the people of the State, and your company is now entitled to receive these bonds to the amount of ten thousand dollars per mile for each mile of your finished road, and also for all that is graded and ready for the iron, and will be entitled to a like amount for the remainder of the road as fast as graded and prepared for the iron rails. With these advantages there is no reason to entertain a doubt that the road will be completed from Memphis to Little Rock during the year 1869.

The work done on the Eastern Division by Mr. E. Denmead, under his contracts of July 25, 1867, and January 27, 1868, has been as follows: Cross ties furnished, 51,221; track relaid, 31 79-100 miles; track repaired, 3 481-1000 miles; trestle-work rebuilt, 1392 lineal feet; open drains repaired, 1013 lineal feet; cost of this work, \$54,720 12.

The eastern terminus of the division is at a point on the Mississippi River, three fourths of a mile north of Hopefield. The water here is deep at all stages of the river, and the company have a wharf boat moored adjacent to an inclined plane laid down the slope of the river bank, by which means freight can be conveniently transferred from the boat to the cars.

The superstructure of the St. Francis River bridge has been contracted for, to be finished by January 15, 1869. The abutments and piers of this bridge are built of brick, and, though injured by the fire which destroyed the bridge superstructure during the war, they can be repaired without great difficulty. The bridge will be 665 feet long, including a pivot drawbridge 200 feet long.

The submerging of about 35 miles of the Eastern Division by the overflow of the Mississippi River into the St. Francis bottom, and the consequent entire suspension of the working of this part of the road at such times, for a period of six or eight weeks, are two of the most serious difficulties with which the company have to contend. A very general misapprehension, among the friends of the road, in regard to the means of protection against overflow, designed to be adopted, makes it proper to allude to the subject again, in addition to what was said in the last annual report.

The reclaiming of the St. Francis bottom, and, with this, the protection of the Memphis and Little Rock Railroad from the great overflows of the Mississippi River, are proposed to be effected by the construction of a levee railroad from a point on the St. Louis and Iron Mountain Railroad extension, about 18 miles west of Cape Girardeau, to the highlands near Helena, Arkansas. This is the project of the Memphis and St. Louis Railroad Company. They have a liberal charter from the State of Arkansas to build a road from Memphis to the Arkansas and Missouri State line, and a bill is pending before Congress giving them extended powers, and authorizing an endorsement, by Government, of the company's bonds, to the amount of \$20,000 per mile. This bill has passed two readings in the Lower House, and has been unanimously recommended by the committee to whom it was referred for final passage. The friends of the measure are confident of its success.

The examinations of the levees of the Mississippi River (alluded to in our last report), made by Gen. A. A. Humphreys, Chief of Engineers U. S. A., under the direction of the War Department, and detailed in his letter to the Secretary of War, of May 31, 1866, point out precisely the breaks and gaps in the levees between Cape Girardeau and Memphis, through which the streams of overflow pass into the St. Francis bottom, and make known the deficiencies of the levees from Hopefield, apposite Memphis, to Helena. In Missouri the principal stream of overflow into the St. Francis bottom runs out between Cape Girardeau and Commerce. In Arkansas there are only ten gaps and breaks from the Missouri line to Hope-

field, of which only two are very wide. It is through these openings that the vast volumes of water are discharged into the St. Francis bottom, which submerge the country; for the district south of the Memphis and Little Rock Railroad is not so much injured by overflow from the river in front of it as by the great northern floods conveyed into the bottom through the openings north of Memphis.

The water from all these gaps and breaks will be shut out of the bottom by the embankments of the proposed levee railroad from Cape Girardeau to Helena, and this fine country, with all its roads of every description, will be protected and opened to settlement and cultivation. This mode of protecting our road is preferred to the plan of raising the road bed above flood mark upon trestlework, and upon embankments higher than those built, inasmuch as the embankments of the levee road will not only protect us, but will at the same time reclaim the whole St. Francis valley for cultivation and settlement, and thus create, in future, a great local business.

The earth work required on the first twelve miles of the Middle Division was nearly completed by Messrs. Forrest and McCreanor. The contract made on the 1st of October, 1867, with Willis Gaylord, Esq., for the completion of the Middle Division, required the work to be commenced in November, 1867, and to be completed by October 1, 1869. More than one half of the time stipulated has elapsed, and but little more than one per cent. of the earthwork has been done.

From what has been said above, it will be seen that the work now remaining to be done on the Middle Division is not materially less than was shown in the statement of the last year's report. The estimate of last year was based on prices payable in bonds, rated at 80 cents in the dollar; a revision of that estimate, however, at present cash prices, will reduce the estimated total cost of the work yet to be done from \$1,235,089 to \$925,870.

Mr. Denmead's work on the Western Division comprised the renewal of 21,547 cross-ties, rebuilding 1848 lineal feet of trestlework, and the repair of 1403 lineal feet of open drains, at a cost of \$39,470 78. The trestle bridges on this portion of the road have been renewed, and parties are at work putting 10,000 new ties in the track. The road is operated carefully, and with safety and regularity.

The road, after struggling for many years through great difficulties, has at last gained the attention of the public. The rails have been laid on 86 miles of main track, and on 3 miles of sidings, over which trains are running regularly, and the earthwork has been done on 12 of the remaining 46 miles of the road. Much interest is, therefore, now felt in its completion and future business.

The country immediately along the line is too sparsely populated to justify us in anticipating a large local business upon the opening of the road. Madison and Duvall's Bluff, however, will certainly be important receiving and distributing depots for the upper St. Francis and upper White River regions. Wittsburg, Jonesboro, Pocahontas, Batesville, Jacksonport, Augusta, Des Arc and Clarendon are growing towns, situated on these rivers, and the produce and travel sent thence over the road will be considerable. In like manner Forrest City and Cache depots will receive the produce and distribute the supplies of the rich and well settled districts bordering Crowley's Ridge, and lying between White and Cache rivers, respectively.

But we may justly expect a large and valuable through business as soon as Little Rock—a growing city of 8,000 inhabitants—shall be connected with Memphis by daily freight and passenger trains. Here will be the centre of a vast business growing out of the wants of the people of the fertile country composing Western Arkansas and the Indian territory. That the travel will be considerable cannot be doubted, when it is considered that the road will be the only reliable regular means of communicating with the East, for such

towns as Little Rock, Lewisburg, Dardanelle, Ozark, Clarksville, Van Buren, Fayetteville, Fort Smith, Washington, Arkadelphia, Camden and Hot Springs.

The line of roads from Memphis via Little Rock to Fort Smith will intercept every herd of cattle driven from the immense grazing districts of Texas to market in the States north of the Ohio River, and the drover's interest will induce him to send forward his cattle by rail, rather than to continue the long and exhausting journey to the Mississippi River on foot. One hundred thousand cattle transported annually from Little Rock to Memphis will alone pay a good per centage on the entire cost of the road.

The travel already directed to that wonderful collection of curative waters—the Hot Springs, of Arkansas, situated 60 miles southwest of Little Rock—would furnish no inconsiderable revenue to the road, were it in daily operation from Memphis to Little Rock. What this travel is destined to become when the improvements projected by capitalists shall be made at the Springs for the accommodation of invalids resorting to these waters, can now scarcely be foreseen.

It is clear that this region will soon be penetrated by St. Louis, through the Southwestern Pacific Road, and by Chicago, through the Cairo and Fulton road, and that if Memphis would establish a paramount, and an invaluable influence in this inviting field of enterprise, it must be done by the speedy completion of the Memphis and Little Rock Road.

#### Pacific Railroad Equipment.

The number of locomotives, cars, etc., required for the operation of this road will be very great, and a small army of men will find employment in constructing, repairing and running them. Some idea of the extent of these appurtenances may be obtained from the number already in use by the Central Pacific, or California branch of the great road. The company employ at their workshops in Sacramento alone about one thousand men, in making and repairing rolling stock. They have now running 150 locomotives, 1,400 platform cars, 360 box cars, 17 mail and baggage cars, 123 hand cars, 53 track cars, 101 section cars, and 14 passenger cars, to which numbers large additions are made every week. All, except the locomotives, were made by the company. Their sleeping cars will come from the East, and will be kept on those sections where night traveling is done. In the morning the passengers will go back to the day cars, and the sleeping car will be dropped, to be picked up by the next train traveling at night in the opposite direction. The road, for convenience in working, is divided into several divisions, each of which will have one or more engine houses and repair shops.

The Toledo, Wabash and Western Railroad Company have notified the Stock Exchange, that in consequence of their consolidation some months since with the Decatur (Illinois) and St. Louis road, their common capital is to be increased \$1,612,500 on this account, and also \$2,387,500 for new construction, equipment and grain elevators, (the latter at Toledo,) so that the capital, exclusive of a small amount of original preferred stock, is to be increased to \$9,600,000.

Dr. Hovey, of Dallas County, Mo., has been elected President of the Fort Scott and Laclede Railroad. This road will be 120 miles in length, commencing at Fort Scott, Kansas, and running directly east, passing through the counties of Vernon, Cedar, Polk, Dallas and into Laclede. The estimated cost, including rolling stock, is \$3,000,000.

**New York and New Haven Railroad.**

The annual meeting of the stockholders of this company was held in New Haven on the 20th inst., for the purpose of electing a Board of Directors for the ensuing year. The attendance represented 53,127 shares of stock, a little over half the entire amount. One share of the new stock was allotted to each two shares of the old stock. While the vote was being counted, Gen. Phelps of Litchfield County alluded to the defalcation of the former Treasurer, and desired to know what the prospects were of obtaining any of the \$88,000 due to the Company. Mr. Bishop, President, replied that the matter was now before a referee, and before the sureties could be called upon, the efforts to obtain it from Mr. Bement or his effects must be exhausted. Gen. Phelps thought that if the Auditor would vouch for the correctness of the accounts kept by Bement when there was in fact a deficiency of over \$80,000, there might be a similar leakage hereafter. President Bishop in reply stated that a financial committee now examined the accounts of the Treasurer once in each month, and the auditor once in six months. Mr. White, the auditor, in response to some remarks relative to the defalcation, stated that he had not examined the amount of cash on hand, nor had the auditing of the accounts been made on the 30th of March, the close of the fiscal year. After some discussion as to the propriety of requiring the Board, or a committee thereof, to conduct the auditing of the Treasurer's accounts on motion of Mr. Howe, it was voted to authorize Mr. White to audit the accounts of the Treasurer, and examine the elements of cash in his hands. Mr. Bishop said, in reference to detecting defalcations, that every railroad man in the country knew that if they had a scoundrel in their employ he would develop his rascality, however closely watched. His remedy is to get good men to fill the different positions of trust, and then keep them there.

The result of the election was then announced, to the effect that 53,127 votes had been unanimously cast for the present incumbents as follows: William D. Bishop, of Bridgeport, George B. Cabart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, and Wilson G. Hunt, of New York; William W. Boardman, and Ezekiel H. Trowbridge, of New Haven; Jonathan Godfrey, of Southport; Nathan A. Baldwin, of Milford. The meeting then adjourned to the third Thursday of May, 1870.

The Delaware, Lackawanna and Western Railroad Company have in contemplation the cutting of another tunnel through Bergen Hill for their road, instead of using the Erie tunnels as at present. The *Paterson Press* says surveys have been made for running their road (Morris and Essex Division) to Hackensack River in a straight line across the Erie track, entering the Hill at a point two or three hundred yards north of the present tunnel, coming out on the east side at the Hundred Steps. The route proposed is a straight line from the Hackensack River to Hoboken, saving two or three miles in distance.

The *Detroit Tribune* says the programme of operations of the Lake Survey Corps for the season of 1869 has just been completed, and the work, with the exception of the river gauging by Assistant D. F. Henry, will be carried on entirely in Lake Superior. Operations, as usual, will be under the general charge of General W. F. Reynolds, and Lieutenant J. F. Gregory, of the Engineer Corps, will have the immediate direction of the parties.

**Bridge over the Ohio River at Paducah.**

The following is a copy of the joint resolution adopted by Congress, authorizing the building of a Railroad Bridge over the Ohio River at Paducah, Kentucky.

*Be it resolved, etc.,* That the consent of Congress be, and the same is hereby, given to the erection of a railroad bridge over the Ohio River from the city of Paducah, Kentucky, to the State of Illinois, by the Paducah and Gulf Railroad Company and such others as may associate with them for that purpose under the laws of the States of Kentucky and Illinois: *Provided,* That said bridge is built with an unbroken or continuous span of not less than four hundred feet in the clear, from pier to pier, over the main channel of the river, and is built in all other respects in accordance with the conditions and limitations of an act entitled "An act to establish certain post roads," approved July fourteenth, eighteen hundred and sixty-two; that said bridge, when completed in the manner specified in this resolution, shall be deemed and taken to be a legal structure, and shall be a post road for the transmission of the mails of the United States; but Congress reserves the right to withdraw the assent hereby given in case the free navigation of said river shall at any time be substantially and materially obstructed by any bridge to be erected under the authority of this resolution, or to direct the necessary modifications and alterations of said bridge.

Approved April 7, 1869.

**The Directors Bill.**

The following is a copy of "An Act amending an act in relation to the Erie, New York Central, Hudson River, and Harlem Railway Companies," passed at the recent session of the New York State Legislature, and signed by the Governor on the 20th inst.:

SECTION 1. Section three of the act entitled "An act in relation to the Erie, New York Central, Hudson River, and Harlem Railway Companies," passed April 21, 1868, is hereby amended so as to read as follows: No stockholder, director, or officer on either the New York Central Railroad Company, the Hudson River Railroad Company, or the Harlem Railroad Company, shall be a director or officer of the Erie Railway Company; and no stockholder, director, or officer of the latter company shall be a director or officer of either of the three first named companies. The Board of Directors in each of the said companies shall so classify the members of such Board, by lot or otherwise, that, as nearly as may be, one-fifth of their number shall go out of office at each annual election; and at the next election of directors in each of the said companies, directors shall be voted for only in place of those whose term shall then expire under the classification aforesaid.

**The Central Scrip Bill.**

The following is a copy of "An Act authorizing the increase of the stock of the New York Central Railroad Company," passed at the recent session of the New York Legislature, and signed by the Governor on the 20th inst.:

SEC. 1. The New York Central Railroad Company is hereby authorized, with the concurrence of two thirds in amount of all its stockholders, procured in the mode provided for by section nine of the act entitled "An Act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, to increase its capital stock to the amount of 80 per cent. of its present capital.

SEC. 2. The increase of capital stock authorized by the first section of this act shall be used only in exchanging the same for the interest certificates of said company authorized by the directors of said company at their meeting held Dec. 19, 1868.

SEC. 3. This act shall take effect immediately.

**Queenstown and Harrington Railroad.**

The Denton (Md.) Union says that a meeting of the directors of this company was held at Ridgeley on the 14th of May; that two extensive capitalists of Pennsylvania have undertaken to construct the road on terms accepted by the company; that the engineers are already upon the route, and that the work is to go ahead; and then adds:

The importance of this route we have repeatedly ventilated. The Peninsula must be spanned by a road of iron. The bays must be united by the agency of steam. Annapolis and the Breakwater are too near together; their geographical relationship and the interests dependent thereupon are too important to permit them to remain much longer strangers to each other. A pleasant and cheap route from New York to Washington; a rapid transit for the great caravans of Western immigration; a direct route for the transportation of coal from the great coal fields of Maryland to its market in the East; a convenient and economical mode of shipment for our fruits; a direct intercommunication between the Peninsula and Baltimore; a short summer route from Baltimore to Cape May; a convenient connection between Baltimore and the fine harbor of the Breakwater; these and other advantages combine to render this route one of the important short routes in the Union. We think that under proper management it must be a success.

**Atlantic Cable Messages.**

On the 1st of June the tariff on Atlantic cable messages will be reduced from £3 7s. 6d. for 10 words, and 6s. 9d. for each additional word, to £2 for 10 words, charging for address and signature, and 4s. for each additional word; an important reduction will also be made for newspaper press messages, and all political and general news will be conveyed from either side of the Atlantic at half rates, which will practically reduce press messages from 6s. 9d. to 2s. a word. The Company mention:

"It will be remembered that the Anglo-American Telegraph Company started on the 28th of July, 1866, less than three years ago, with a tariff of £20 a message, producing an average of 29 messages a day, and yielding £505. On the 1st of November following, after three months trial of the £20 tariff, the price was reduced to £10, and under it the daily average number of messages was increased to 64, and the average amount earned per day £579. The tariff was maintained until the daily average amount earned under it exceeded that under the £20 tariff, and on the 1st of December, 1867, the Directors seeing the benefits derived from the reduction to £10, again reduced the price of messages to £5 5s., and this sum was charged until the 31st of August, 1868, exactly nine months, and the number of messages received under it more than doubled the number received under the £10 tariff, and increased the daily earnings to £635. The price of messages was again reduced on the 1st of September last to £3 7s. 6d., when the average number of messages increased to 216 a day, and the earnings to £645, or £10 a day higher than the sum earned under the £5 5s. tariff."—*Herapath.*

We stated a short time since that the drawings and plans for the bridges over the Schuylkill River at Fairmount and at South street, Philadelphia, had been completed. We learn that the 1st premium for the plan of the Bridge at Fairmount was awarded to J. H. Linville; the 2d to J. W. Murphy; and the 3d to Charles E. Lyon.

The Hartford and New Haven Railroad Company has secured Legislative authority to increase its capital stock three millions of dollars by the issue of new stock. It is stated that a million and a half will be expended in repairs, and over a million in taking up outstanding bonds.



**Railroad Survey in New Brunswick.**

The Moncton (N. B.) *Times* says that Mr. Crowdale, C. E., assisted by Messrs. McCready of Sussex and W. L. Nixon of Ontario, have commenced an exploratory survey of the country between Moncton and the Richibucto River. They will probably be met by a party from Miramichi under charge of Mr. Buck. At the same time Mr. McLeod will survey the proposed route from Richibucto to Shediac, passing as closely to Richibucto as possible. It may be hoped that these surveys will demonstrate clearly the most suitable route for the road, and that such route will be adopted.

We learn from Ottawa that Mr. Dawson's report on the Red river route has been laid before the Department of Public Works. He recommends the opening of communication at once between Lake Superior and the Red river settlement, in such a way as would admit of the route being immediately used and then to proceed with further works until a first class line of communication be completed. The cost of the preliminary line to be about \$250,000, and the probable ultimate cost of the railroad and continuous navigation about \$5,800,000.

E. N. Winslow, Esq., superintendent of the Cape Cod Railroad, has applied to one of the cars on that road an invention of his own, for the protection of passengers against dust and cinders. It is attached to the window on the outside of the car, forming an angle of about forty-five degrees from the side of the window; thus the cinders and sand striking, are thrown one side, on the same principle as snow on a snow-plough. On the train's going in reverse direction, the protection is shifted to the opposite side of the window by means of a lever.

The Winchester (Va.) *Times* says: "It is understood that both corps of engineers engaged in running experimental lines for the Alexandria, Loudoun and Hampshire railroad across the Blue Ridge have completed their work and submitted their reports. It is said that Snicker's Gap has been selected as the point of crossing, though this is perhaps not fully settled. We understand that the citizens of the upper part of Loudoun are taking active measures to secure material aid for the prosecution of the road westward.

The Harrisburg Car Manufacturing Company is now doing an immense business. Over five hundred and thirty names are on the pay rolls, and the establishment is turning out eight cars a day, or at the rate of about 2,500 cars a year. This is not all: the business of the company is increasing so rapidly that there is serious talk on the part of the managers of increasing the capacity of the shop, so that in a few days twelve cars a day can be run out fully ready for any railroad company's use.

The Snow Hill (Md.) *Shield* says that at a meeting of the corporators of the Worcester Railroad at that place on the 18th inst., T. D. Purnell, treasurer, reported a subscription of \$67,000 to the stock, and \$5,010 of the installment paid in, whereupon it was resolved that a meeting of stockholders be called to assemble in Snow Hill, on Tuesday, the 1st of June next, for the purpose of organizing and electing officers.

The Northern Central Railway Company have lately been adding largely to their rolling stock. Within a year nearly a thousand cars have been built, and several hundred are now being built for the road.

## WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

**WHIPPLE MANUFACTURING CO.**  
Per E. Trowbridge, Treas.  
DETROIT, May 23d, 1869.

THE OFFICE OF  
**THE MEMPHIS, EL PASO AND PACIFIC  
RAILROAD COMPANY**  
IS PROVISIONALLY LOCATED AT  
5421 23 BROAD STREET.

## Blue Ridge Railroad.



THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,  
Chairman of Executive Committee.

## To Railroad Contractors.

OFFICE MAYSVILLE & LEXINGTON R. R. Co., N. D.  
MAYSVILLE, KY., MAY 11, 1869.

ON and after Tuesday, June 1st 1869, this company will be ready to exhibit profiles and specifications for the construction of the Railroad from Mayville to Paris, at least as far as Carlisle, thirty three miles, and will receive bids by sealed proposals in such form and for such portions of the work as contractors may propose, either by the section or for the whole road, until Thursday, June 24th, 1869. Cross-ties and iron will be required for about half the road during the present season, and the whole to be completed as rapidly as practicable. The subscriptions of stock justify the assurance that the Company can promptly comply with their contracts.

J. BARBOUR, Vice Pres't.  
THOMPSON PARKS, } Com.  
W. H. McGRANAGHAN, }  
THOS. J. GLENN, Chief Engineer. 3121

OFFICE OF THE ILLINOIS CENTRAL RAILROAD  
COMPANY, NEW-YORK, April 28, 1869.

THE ANNUAL MEETING OF THE SHAREHOLDERS of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May, proximo, at 3 o'clock P. M.

The transfer books of the Company will be closed at the close of business on the 15th proximo, and re-opened on the 1st day of June, following.

L. A. CATLIN, Secretary.

## SCOTCH PIG IRON. ALL THE APPROVED BRANDS OF NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to  
**HENDERSON BROTHERS,**

6 Bowling Green,  
New York.

## WOOD, LIGHT & CO.,

MANUFACTURERS OF

## ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

## PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide  
Nasmyths' Steam Hammers, Gun Machinery,  
Mill Work, Shafting and Hangers, Patent  
Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.      Manufacture: Junction Shop, Worcester, Mass.

## W. CHURCHILL OASTLER,

No. 43 EXCHANGE PLACE, N. Y.,

SOLE AGENT FOR

Joseph Armstrong & Co., Rotherham, England,

## STEEL & IRON RAILS,

FROGS, SWITCHES, AXLES, CHAIRS, and all kinds  
of RAILROAD SUPPLIES,

Armstrong's Patent Forged Crucible  
Cast Steel Reversible Frog,

ONE SOLID FORGING.

Armstrong's Patent Cast Steel Frog—one Casting.  
Armstrong's Patent Combined Cast Iron and Cast Steel Frog.  
Armstrong's Patent Cast Steel Frog, with Forged V drawn  
from the Ingot without a weld.

Drawings, Prices, and full information, on application.

## EAST RIVER SCREW BOLT WORKS.

## RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

## BOOTH'S DUPLEX, SAFETY,

Steel and Iron Rail,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,  
Rochester, N. Y.

HAVEN & ALLEN,  
72 Broadway, N. Y.

## HARRISBURG Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,  
and all other kinds of

## RAILROAD CARS,

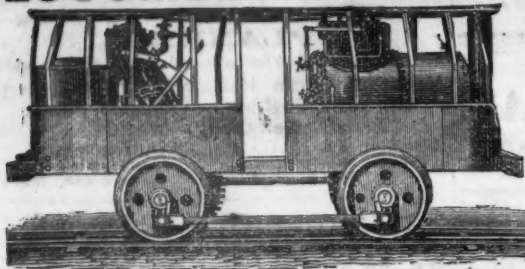
RAILROAD CAR WHEELS AND CASTINGS,  
BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

## RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.  
WILLIAM CALDER, President.

## GRICE & LONG, LOCOMOTIVE AND CAR BUILDERS.



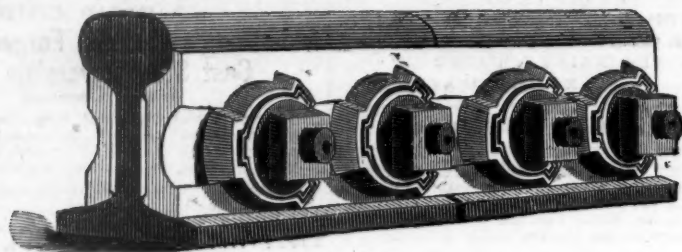
MINING LOCOMOTIVES,  
FURNACE LOCOMOTIVES,  
CONTRACTORS' LOCOMOTIVES,  
QUARRY LOCOMOTIVES,  
SHIFTING LOCOMOTIVES,

Adapted to Tunnels, having  $5\frac{1}{2}$  feet headway, and 30 inches gauge of road, and upward. The mining engines are now being worked at Summit Hill mines at a cost of \$4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, 1340 Beach St., Philadelphia.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,**  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

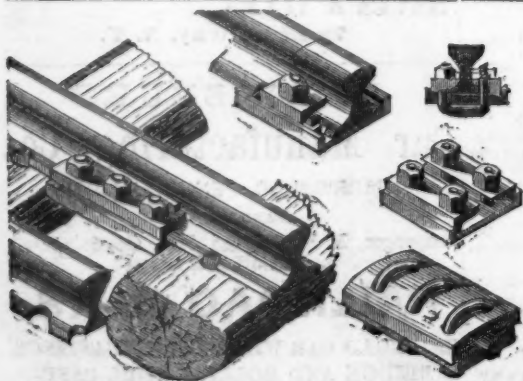
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



**FISHER'S PATENT**  
Wrought Iron

**RAIL JOINTS,**

MADE BY

**FISHER & NORRIS,**

**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

**RAILROAD TIES.**

CONTRACTS SOLICITED, FOR OAK, CHEST-NUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to

**THOMAS G. BENTON & SONS,**  
92 West Street,  
New York.

3m9

A FOREIGN YOUNG MAN, HAVING A THOROUGH knowledge of Civil and Mechanical Engineering, acquired in France, Germany and Holland, desires an appointment. Salary no object. Apply to A. R., Room 46, No. 176 Blocker St., New York. 2120

**Jonathan T. Hobby,**  
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

## PACIFIC MAIL Steamship Company's

THROUGH LINE TO  
**California and China.**

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
Outside.	Inside.	
\$275	\$225	\$150
		\$75.

**CHANGE OF SAILING DAYS.**

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 1, ARIZONA, CAPT. MAURY, connecting with CONSTITUTION, CAPT. HUDSON.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

**NOTICE TO SHIPPERS**—Freight for steamer ARIZONA received until 4 P. M. on MONDAY, May 31. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

## A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

## EDWARD P. BIGELOW, Iron Broker,

In New and Old Rails,

Fish Bars, Bolts and Nuts,

Chairs and Spikes,

Car Wheels and Axles,

Steel and Iron Tyre,

Pig, Bar and Scrap Iron, Etc. Etc.

Sole Agent for Hatfield's Juniata Boiler Iron,

THE SAMPSON CAR WHEEL CO.,

48 Pine Street, N. Y.

Orders for Old Rails promptly filled.

Agent for the Dry Dock MLL Hot-punched Fish Plates.

"Important to Railroad Companies."

**SAFETY,  
EFFICIENCY,  
DURABILITY,  
ECONOMY;**

All Combined in the Safety Truck, for Locomotive Engines; Tested by ten years' use; Perfected by the best Engineering Skill in this Country and in England; Secured by Six Letters Patent; Adopted by Sixty-four Railroads; Between Five and Six Hundred in Operation in the United States; Extensively introduced in Nine Foreign Countries; Approved by Leading Locomotive Builders, Master Mechanics and Locomotive Engineers; Should be Universally Adopted.

Address "THE LOCOMOTIVE ENGINE SAFETY TRUCK CO," 46 Cortlandt St., New York.

A. F. SMITH, President.

ALBERT BRIDGES, Treas. & Agent.

**ODDIE & CO.,**

**Stock, Bond & Gold Brokers,**

5 and 7 Jauncey Court,

43 Wall street,

NEW YORK.

ORVILLE ODDIE,

(Late Oddie, St. George & Co.)

JOHN W. ODDIE,

3



**Holden, Hopkins & Stokes,**  
104 & 106 JOHN ST., NEW YORK,  
Importers and Dealers in

**IRON AND STEEL,**  
Also Agents for

**Oxford Iron Company, Oxford,**  
**CUT NAILS AND SPIKES,**  
**AND RAILROAD SPIKES.**  
Agents "New Haven Car Company."

**HAMILTON SQUARE**  
**RUBBER WORKS.**

**C. V. MEAD & Co.,**  
Manufacturers of Superior Quality

**INDIA RUBBER**  
**CAR SPRINGS,**  
**BRAKE TUBING, ETC.**

P. O. Address Box 588, TRENTON, N. J.

**TESTIMONIAL.**

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

**CAUTION.**—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

R. L. HUTCHINSON,

E. S. MANNING.

G. W. NORTON.

**VOSE, DINSMORE & CO.,**

National Spring Works,

Manufacturers of

**Volute, Rubber Center Spiral,**

Compound Spiral, India Rubber,

And other

**RAILWAY CAR SPRINGS**

No. 1 Barclay-st., No. 15 La Salle-st.,  
NEW-YORK. CHICAGO.

**HEBBARD CAR SPRING CO.,**

MANUFACTURERS OF

**Patent Right and Left Spiral**  
**STEEL CAR SPRINGS.**



**M. R. WASHBURN, Gen. Agent.**  
137-141 ELM STREET, N. Y.

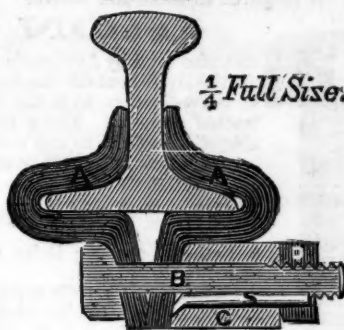
**Scott's Wrought Iron Clamp Truss Joint**  
**FOR RAILROAD RAILS.**

LENGTH 9 TO 12 INCHES,  
WEIGHT 20 TO 30 LBS.

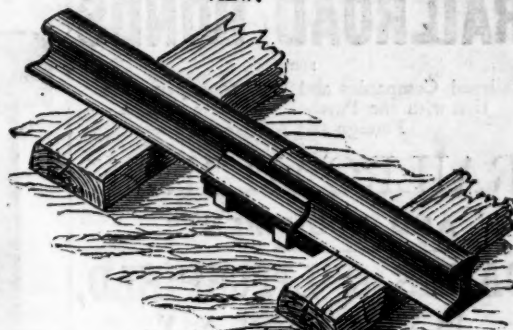
Has been tested to 24,000 lbs., between 2 1/2 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



**VIEW AND SECTION** show position in place. A.—Is CLAMP-TRUSS. B.—Are two 3/4 inch Bolts. C.—An Iron Collar. (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

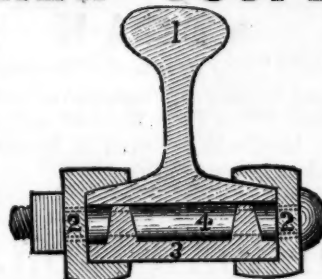
The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

For particulars, address

**JOHN H. OSBORNE,**  
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**  
New Brighton, Pa.

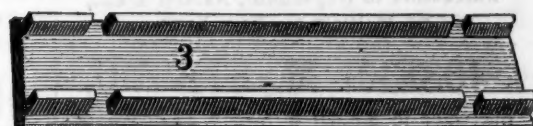
**THE PHOENIX IRON COMPANY'S**  
**PATENT**  
**NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

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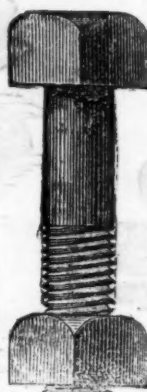
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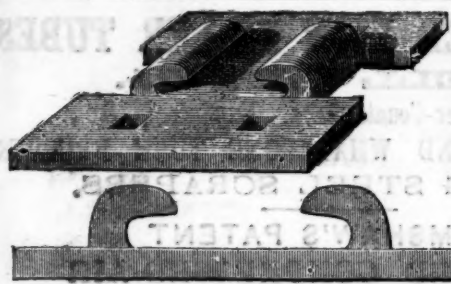
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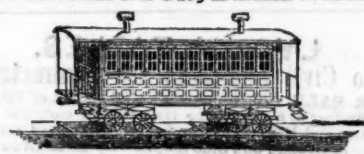
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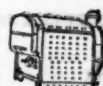
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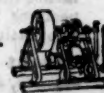
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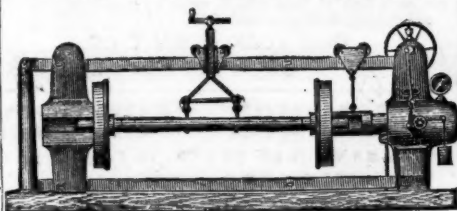
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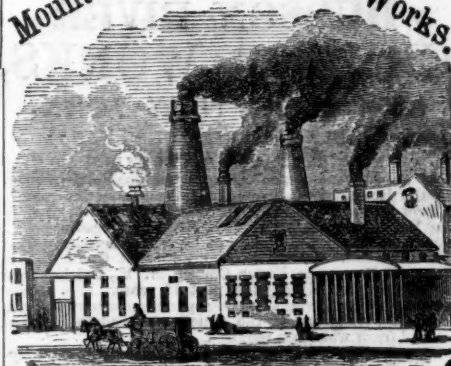
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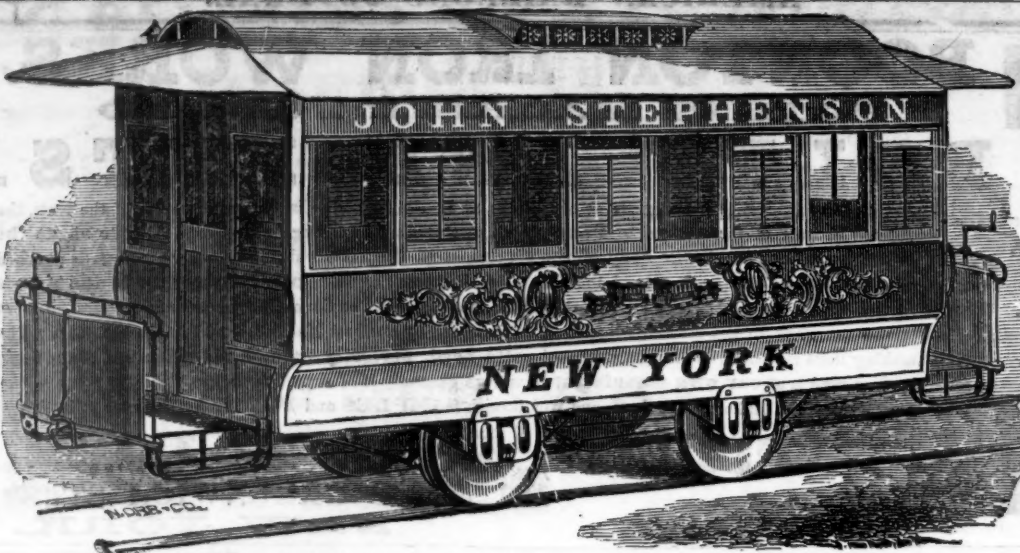
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Light & Durable,  
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Swing on Trucks,  
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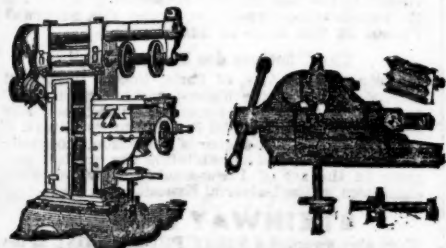
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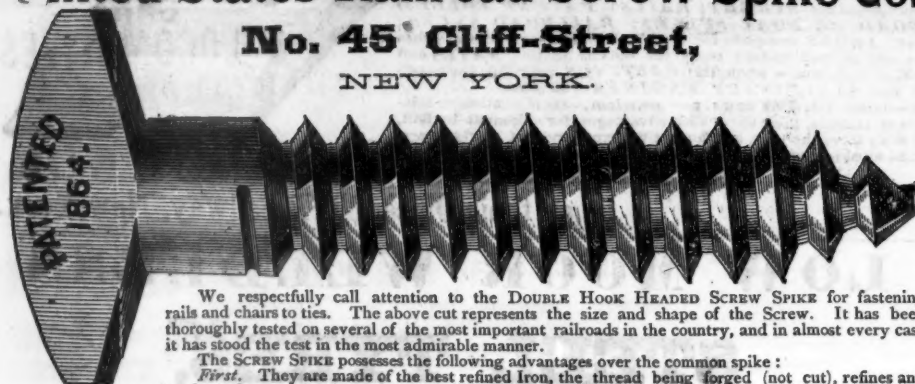
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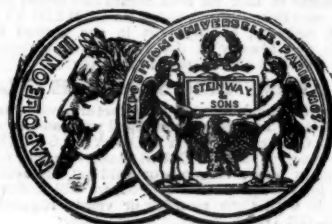
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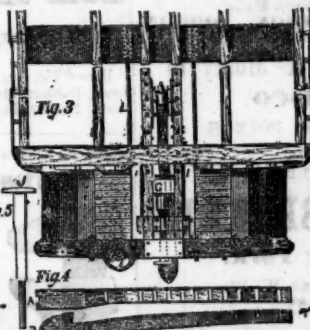
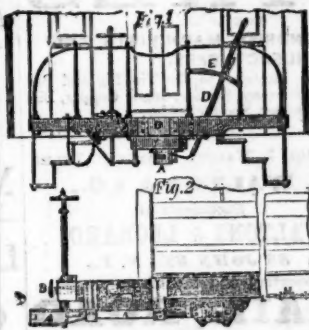
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